



ROTTWEILER PERFORMANCE

BLOCK OFF KIT

2017+ HUSQVARNA 701

08-13 KTM 690



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.

CALIFORNIA WARNING



The California Air Resources Board (CARB) does not permit the removal or alteration of OEM emission control devices unless certified by CARB, other than for racing vehicles on closed courses. These products are legal for use ONLY in competition racing vehicles and are not legal in California for use on public roads, streets or highways. Check your local laws and regulations to determine that compliance needed in your city or state.

- **Installation time:** About 1 hour
- **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.

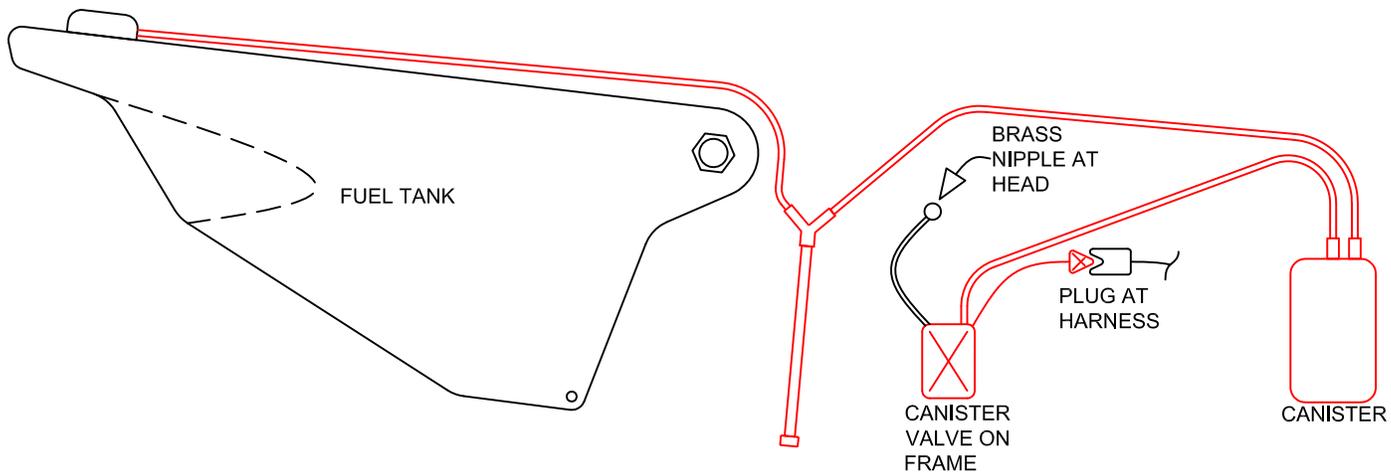
For reference we have included the diagrams below.

- **Tools needed:**
 - T30 Torx
 - 5mm Allen
 - Zip tie cutters
 - Hose cutters

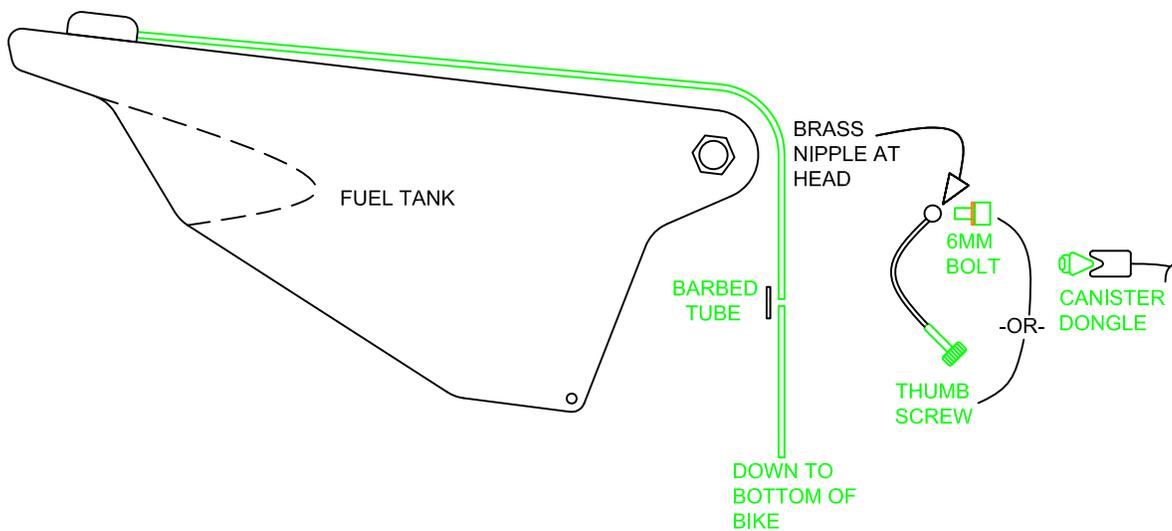
REFERENCE DIAGRAM

Below is a reference diagram to help you understand the general layout of the canister system both before (stock) and after (modified). This is to help you generate a mental picture of how the evap canister system is configured so that the instructions may be easier to understand.

CANISTER SYSTEM HUSKY 701/KTM 690 SPECIFIC LAYOUT STOCK (BEFORE)



CANISTER SYSTEM HUSKY 701/KTM 690 SPECIFIC LAYOUT STOCK (AFTER)





INSTRUCTIONS

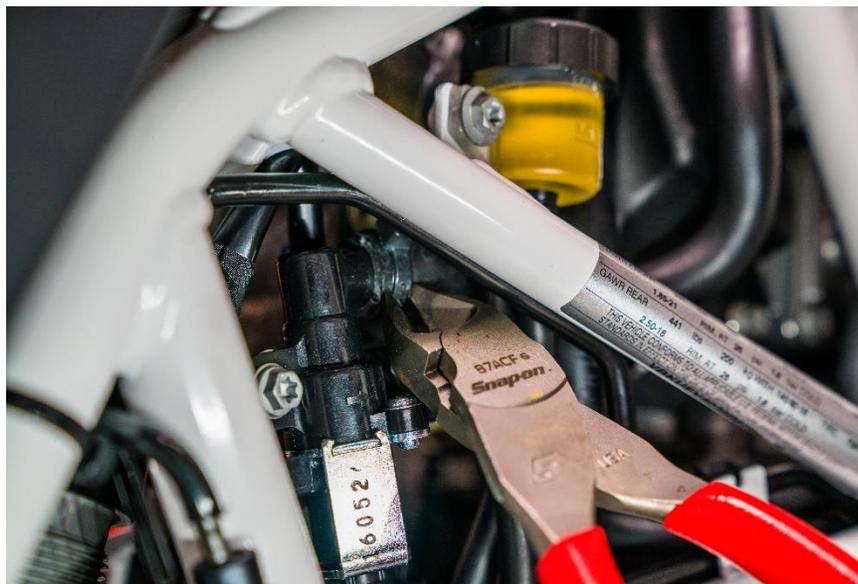
NOTE: The instructions below show the complete removal of the stock air-box. While this will result in the cleanest final outcome, it is not necessary to do this and extra information about quicker and easier options will be explained below.

(KTM 690 Enduro 08-13) Although these instructions are primarily illustrated by using a Husky 701, the KTM 690 will be almost exactly the same except where noted below during the instructions.

1. Remove the seat and right fairing.



2. Locate the SAS valve (Shown below and cut both zip ties on both hoses)



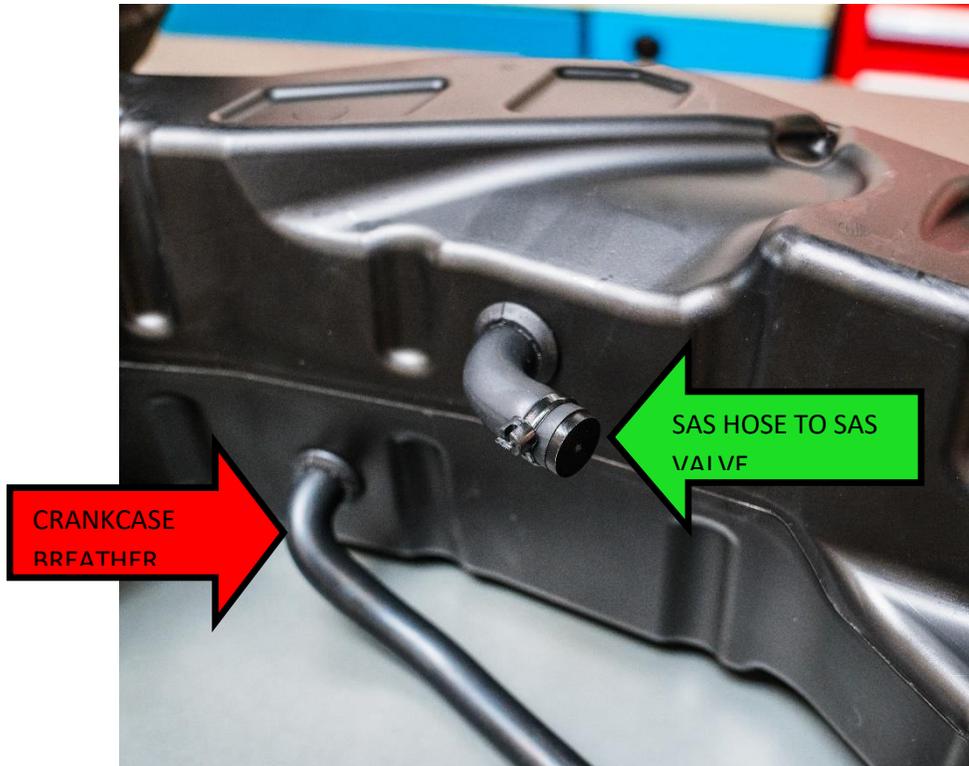
3. Below we show the airbox removed so that you have a visual idea of which hose leads to the SAS valve shown above. This hose will get cut (at any place in the hose) and plugged below.





NOTE: Skip **this next step** if you are also installing a [Rottweiler Intake System](#). The Rottweiler Intake System for the 701 deletes this hose so no plug is needed.

4. (If you are keeping the stock air-box) Cut the SAS feeder hose at any place and plug it. Note that in this picture the airbox was removed for the purposes of creating the cleanest installation of the kit. You may plug this hose at any place you see fit and not have to remove the airbox at all. For reference the crankcase breather hose is highlighted with the **RED** arrow and is left alone. Do not mistake this for the **SAS** hose.



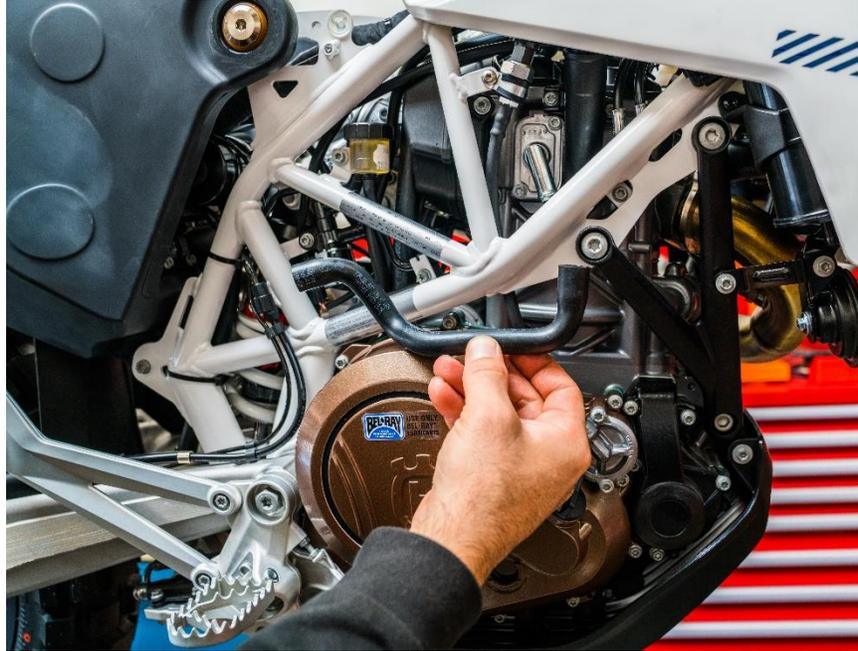
5. (701 Husky only) **Please skip to line 9 for the 08-13 KTM 690** Locate the SAS plate on the side of the cylinder and cut the zip tie.



6. Remove the hose that travels from the SAS valve to this plate.



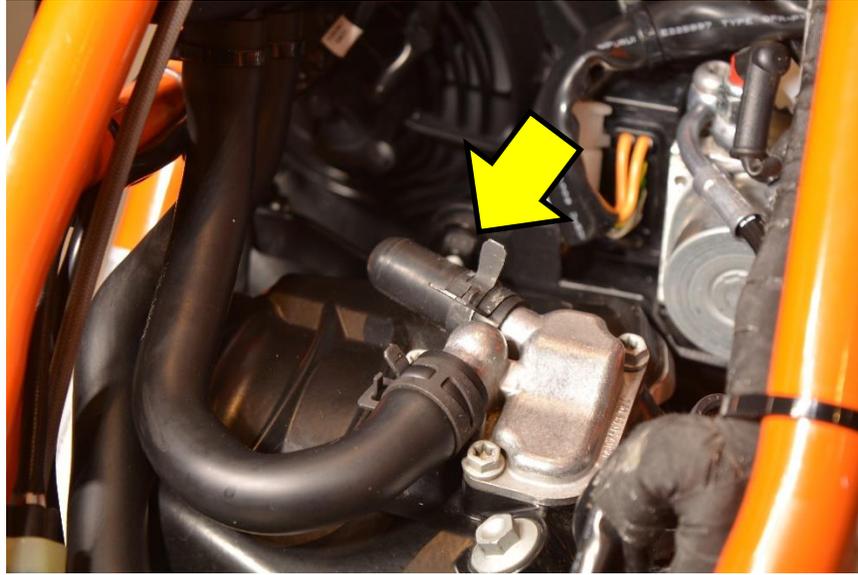
7. It will look like this below.



8. Remove the bolts and SAS plate and install the Rottweiler 'R' block off plate using the same 6mm bolts.



9. (08-13 KTM 690 Only) Unlike the 701, the KTM 690 SAS hose travels from the SAS valve to the top of the head instead of the side of the cylinder. Remove the hose from the port below (arrow) and cap it with the rubber boot and spring clamp included in the 690 specific emissions removal kit.



10. Unplug and remove the SAS valve.



11. Locate the blue colored dongle (pictured in black below) and insert each pin into the harness plug that was plugged into the SAS valve. NOTE: There is no plug in existence for this connection so this is the method we chose to insert the dongle.



12. Using the large glue lined heat shrink to create a water tight seal around the plug. **CAUTION: Use gloves to avoid burning your fingers.**



The SAS portion of this install is now finished and we will move to the Canister portion.

13. Locate the canister valve in the center of the bike and under the throttle body.

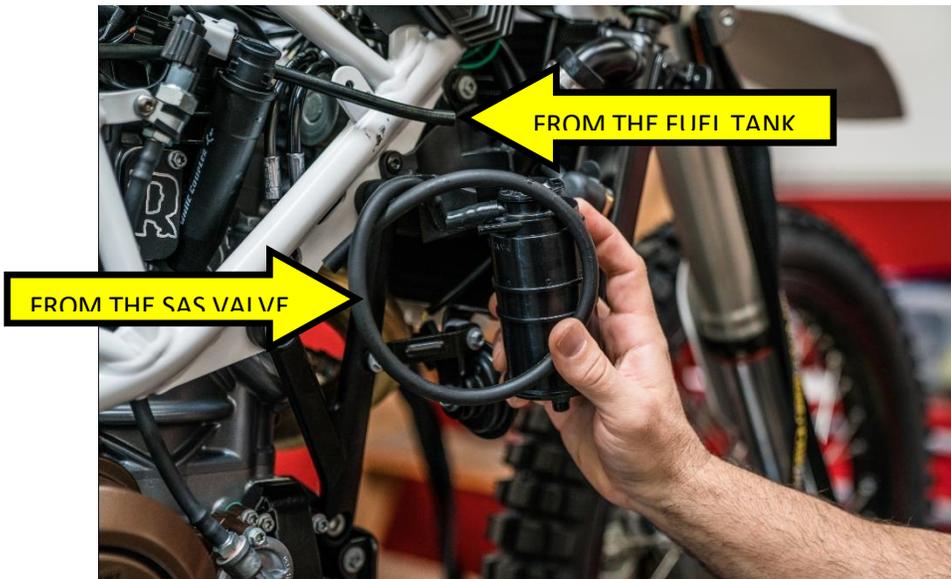


14. Unplug and trace one of the hoses to the canister behind the right fairing.





15. Identify the hose traveling from the rear fuel tank to the canister and unplug it from the canister.
16. Remove the valve hose and canister from its mount.



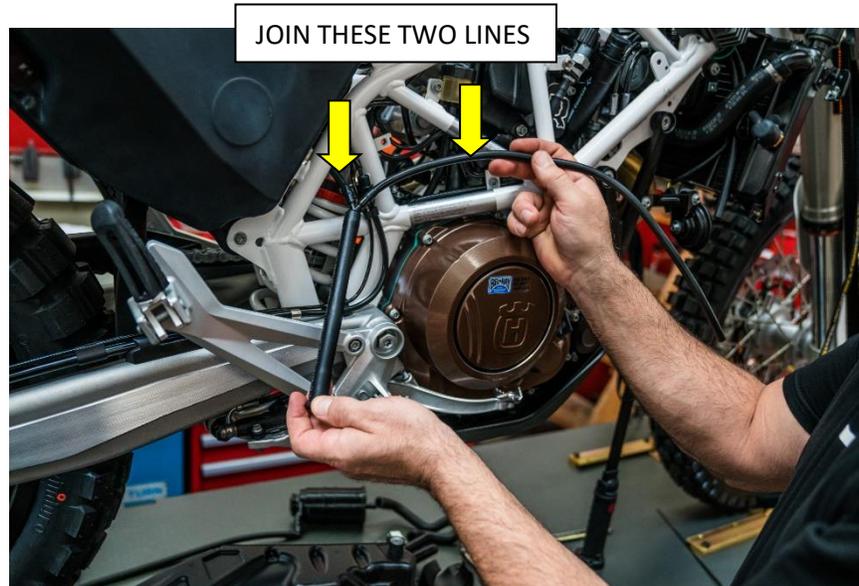
17. Remove the mount from the frame.



18. Trace the line that traveled from the fuel tank to the canister and cut all zip ties that secure the larger drain tube.



19. Remove the 'Y' section of the hose and rejoin the fuel tank hose to the other hose on the 'Y' adapter of the same diameter with the straight barbed fitting.



20. Route the newly joined line to the ground and trim to length.



21. Remove the canister valve from the tab on the frame and unplug the electrical connection.



22. Insert the dongle into the harness plug that went to this valve.





23. Zip tie the two dongles to the frame in a safe place.



To plug the line that traveled from the canister valve to the head just below the throttle body on the left side of the engine, you have two choices shown below.

24. Choice #1: Plug the line using the plastic 8mm knurled thumb screw. You may trim this as short as you like. (Or see line 24)

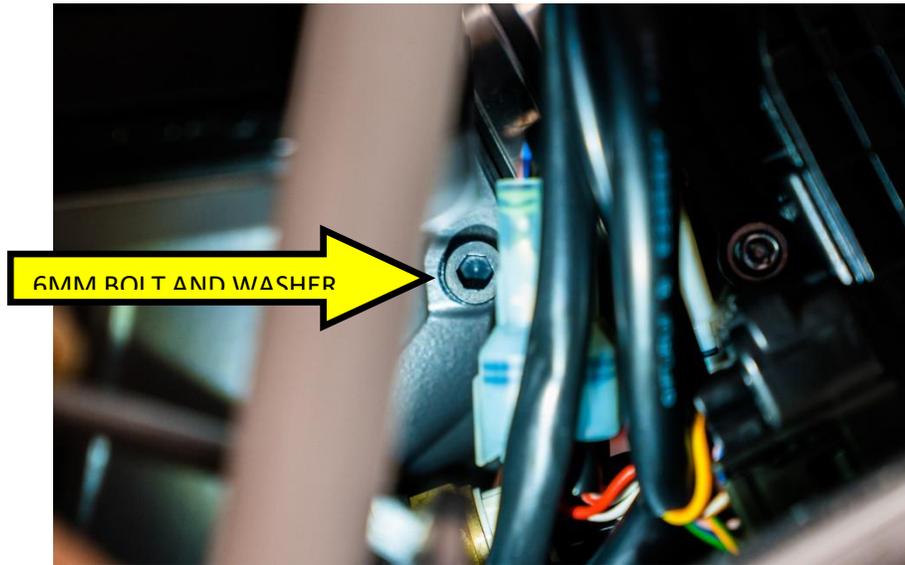


25. Choice #2: Trace the line to the head and remove the brass nipple with a deep 8mm socket.



26. Replace the nipple with the small 6mm screw and copper washer.





27. You may now reassemble your 690 or 701.