



ROTTWEILER PERFORMANCE BLOCK OFF KIT 2019+ 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.

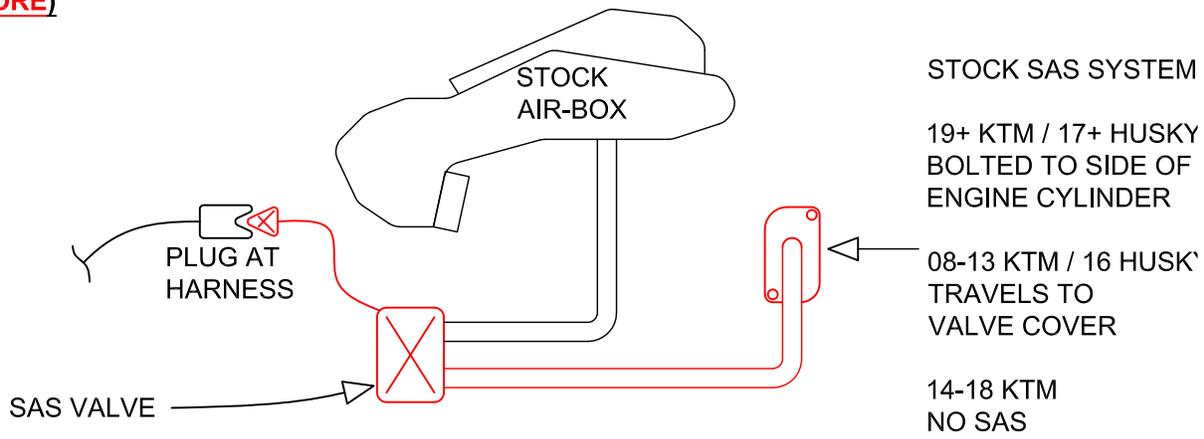
For reference we have included the diagrams below.

- **Tools needed:**
 - T30 Torx
 - 5mm Allen
 - 8mm deep socket
 - Zip tie cutters
 - Hose cutters
 - Heat gun

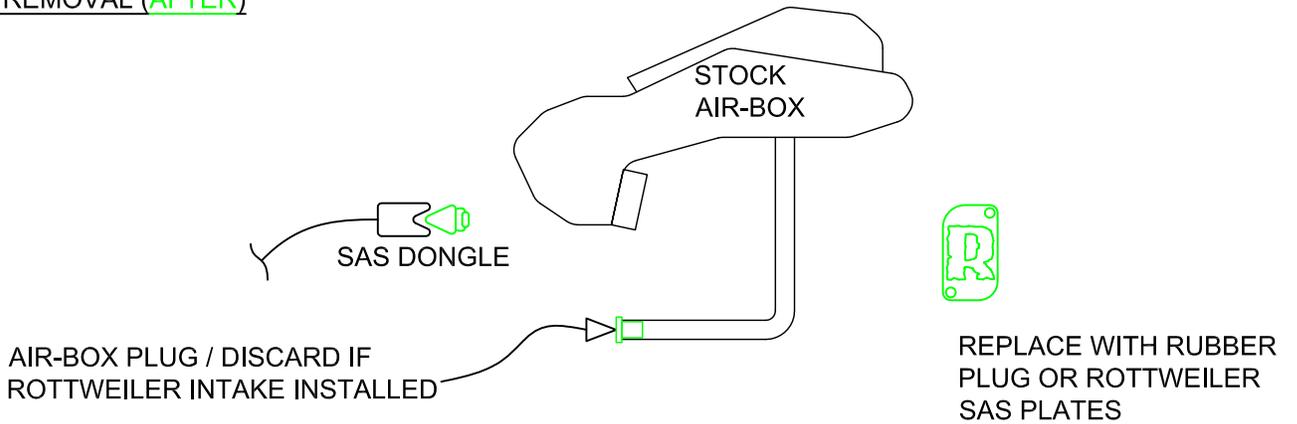
REFERENCE DIAGRAM

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

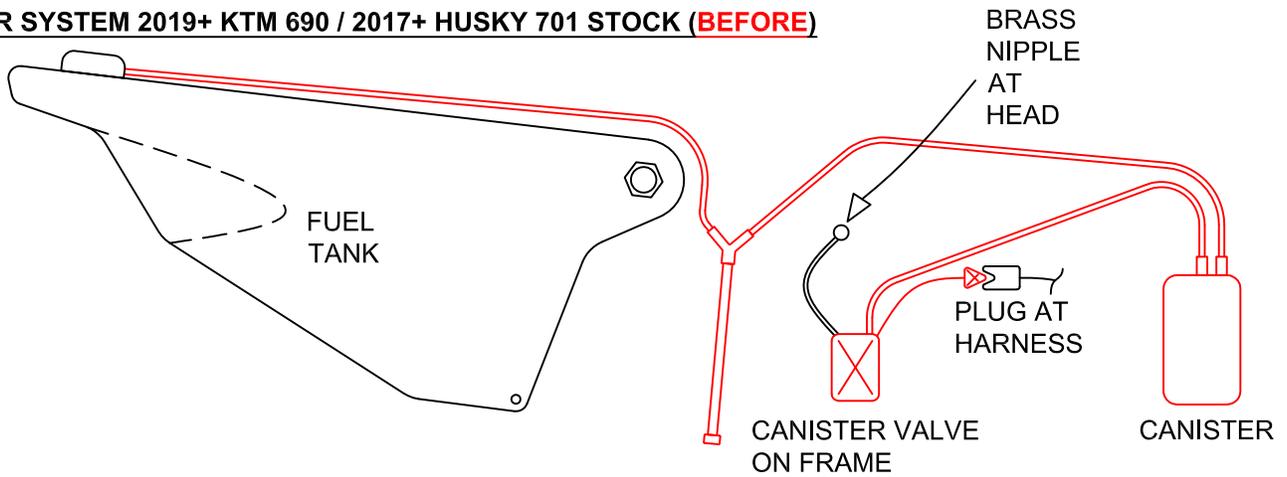
SAS SYSTEM STOCK (BEFORE)



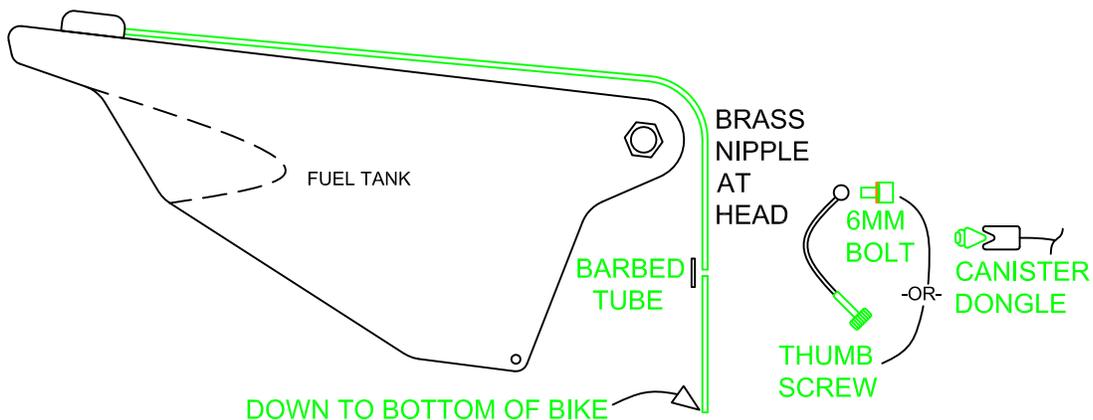
SAS SYSTEM REMOVAL (AFTER)



CANISTER SYSTEM 2019+ KTM 690 / 2017+ HUSKY 701 STOCK (BEFORE)



CANISTER REMOVAL (AFTER)





INSTRUCTIONS - SAS SYSTEM

1. (YOUR HANDS) Remove the seat and right fairing.



2. (T30/20 TORX) Remove the right-side inner panel. The GREEN circle notes a pin that can be released by hand.

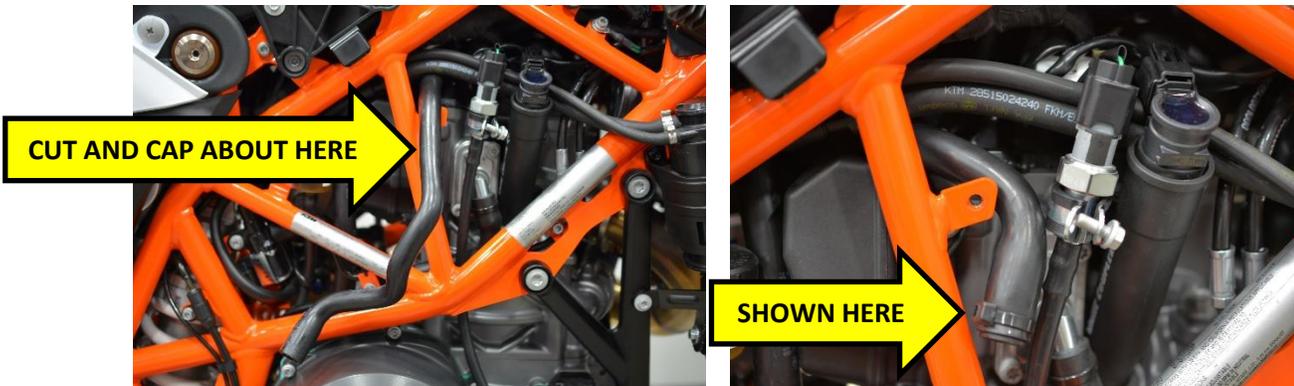


3. (CUTTERS) Locate the SAS valve just beneath the rear brake reservoir (shown below) and cut both zip ties on both hoses.



NOTE: Skip step 4 if you are also installing a [Rottweiler Intake System](#). The Rottweiler Intake System for the 690 deletes the hose from the air-box to the SAS valve so no plug is needed.

4. (HOSE CUTTERS) Cut the SAS feeder hose at any place and plug it. This will be the upper hose on the SAS valve shown in step 1. (T30 TORX) It may help to push the oil pressure sensor aside to get better access to cut the hose shorter.





5. (T30 TORX) Remove the two bolts on the SAS plate and remove the plate and hose. Leave the reed valve in place.



6. (T30 TORX) Using the same stock bolts, take a moment, realize the importance of what you are about to do, and affix the Rottweiler SAS plate to the sides of the engine, displaying the 'R' symbol with the utmost pride. This is a symbol that says you choose the BEST for your KTM.



7. (T30 TORX) Remove the SAS valve from the frame and unplug the electrical connection.



8. Locate the blue colored dongle and insert each pin into the harness plug that was plugged into the SAS valve. NOTE: There is no plug that exists for this connection, so this is the method we chose to insert the dongle.



9. (HEAT GUN) Use the large glue lined heat shrink to create a watertight seal around the plug. To make this step easily reversible you may just heat the ends so that the glue is tacky and seal them without shrinking the entire part. **CAUTION: Use protection to avoid burning your fingers.** This will be zip tied at line 19.



10. Zip tie the sealed plug into as safe place inside the frame.

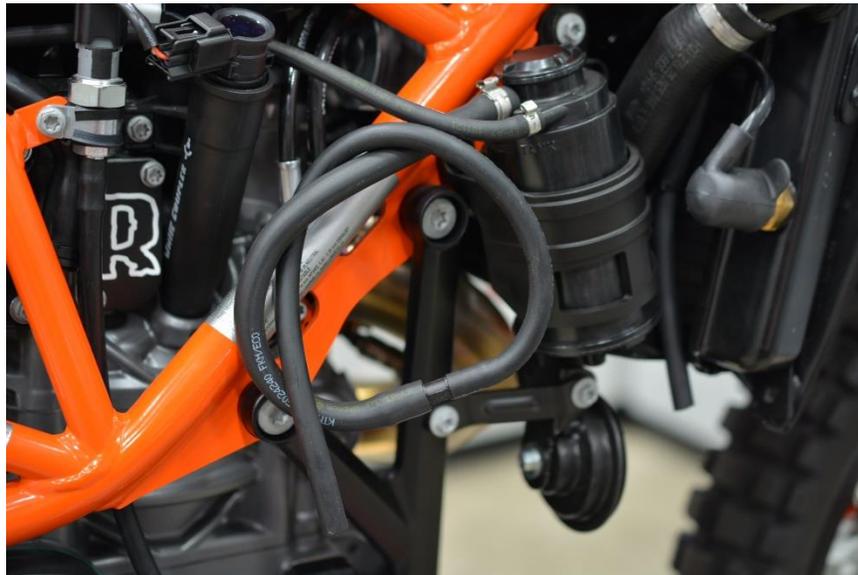
The SAS portion of this install is now finished, and we will move to the Canister portion.

INSTRUCTIONS - CANISTER SYSTEM

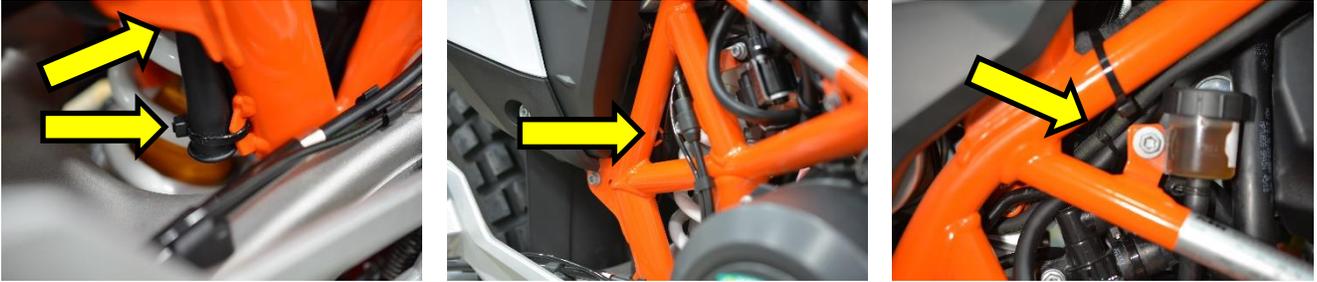
11. Locate the canister valve in the center of the bike and under the throttle body. Unplug and trace the hose to the canister behind the right fairing.



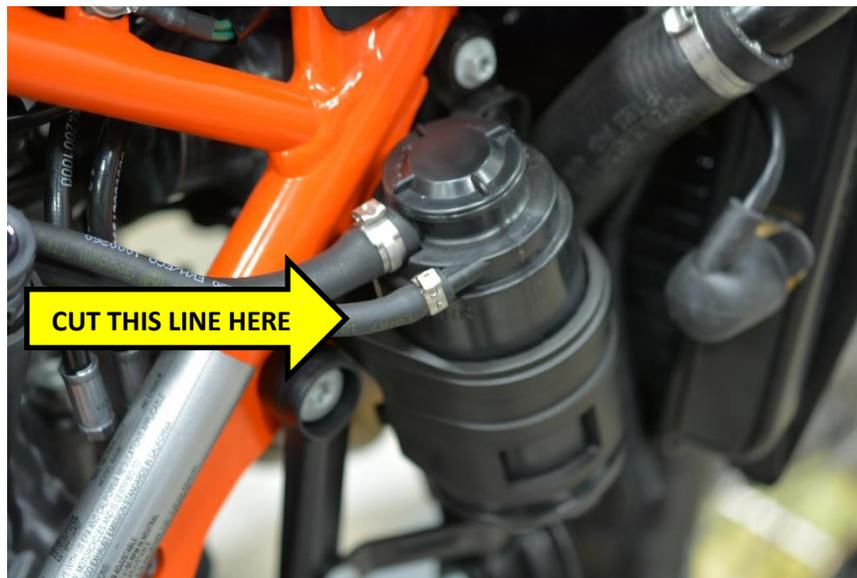
12. Pull the thicker of the two lines at the canister through the frame and out. You may have to rotate the outer coil stick to allow the line to pass through behind it.



13. (CUTTERS) Cut the two zip ties holding the thicker hose and the two or three zip ties holding the thinner hose that travels up to the canister on the right portion of the frame shown below. There may be more depending on the Austrian assembly guy's mood that day. **NOTE:** Use the supplied zip ties to re-secure the wires that were also captured with the thicker hose to the frame.



14. (CUTTERS) Cut the smaller of the two lines at the canister.



15. (T30 TORX) Remove the canister valve from the frame.



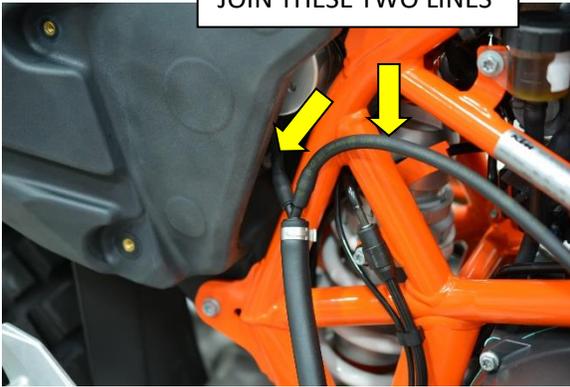
16. Pull the 'Y' connection out of the frame (it may help to remove right side panel).



17. **CAUTION: FUEL MAY SPLILL FROM THIS CONNECTION!** 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 included straight barbed fitting. It may help to trim off the ends of the hose where they have expanded to get a tighter fit on the straight barbed connection.



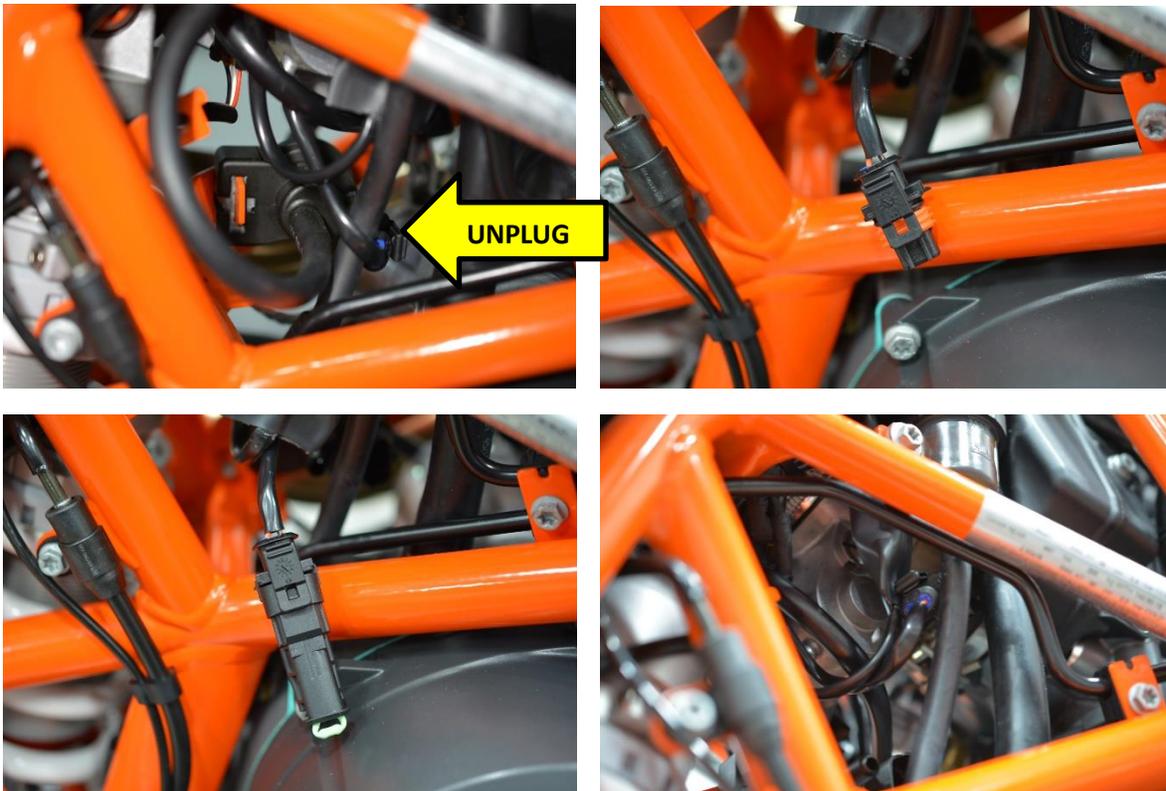
JOIN THESE TWO LINES



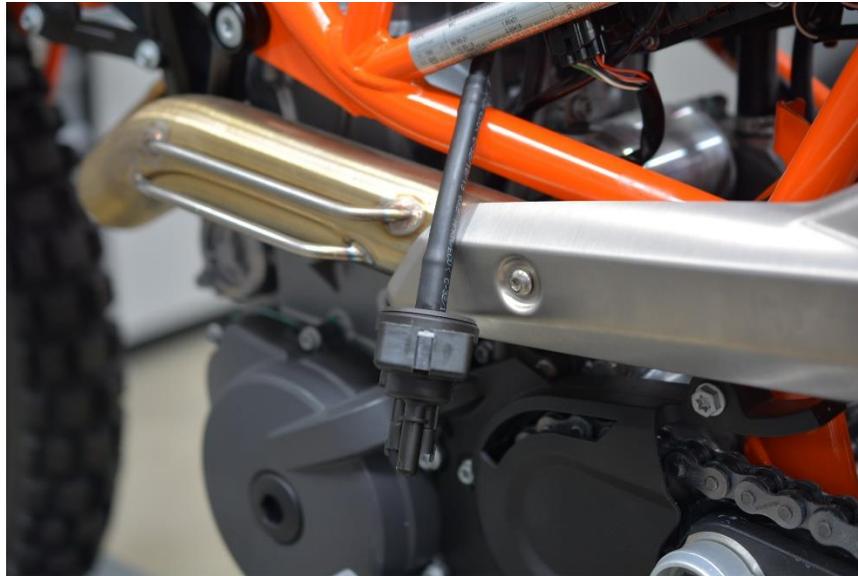
18. Route the newly joined line through the frame and towards the ground. Zip tie the line to the same tabs that recently held the thicker tube and some electrical wires and trim to length.



19. Unplug the connection at the canister valve, connect the supplied dongle, and zip tie up into the frame with the SAS dongle inserted in line 9.



20. Push the canister valve off of its rubber mount and remove it through the left side of the frame.



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.

21. **Choice #1:** Plug the line using the plastic 8mm knurled thumb screw. You may trim this as short as you like. (Or see line 22)



22. **Choice #2:** Trace the line to the head and remove the brass nipple with a deep 8mm socket. Be very careful unscrewing the brass nipple as they have been known to break at the thread.



23. (5mm HEX) Replace the nipple with the small 6mm screw and copper washer.



