



ROTTWEILER PERFORMANCE

BLOCK OFF KIT

08-13 KTM 690

17+ HUSQVARNA 701



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.

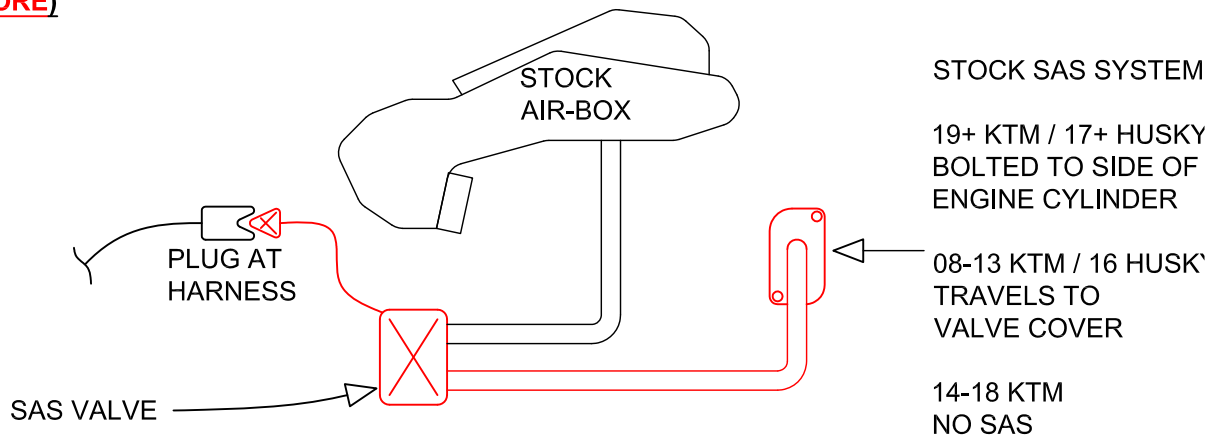
For reference we have included the diagrams below.

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

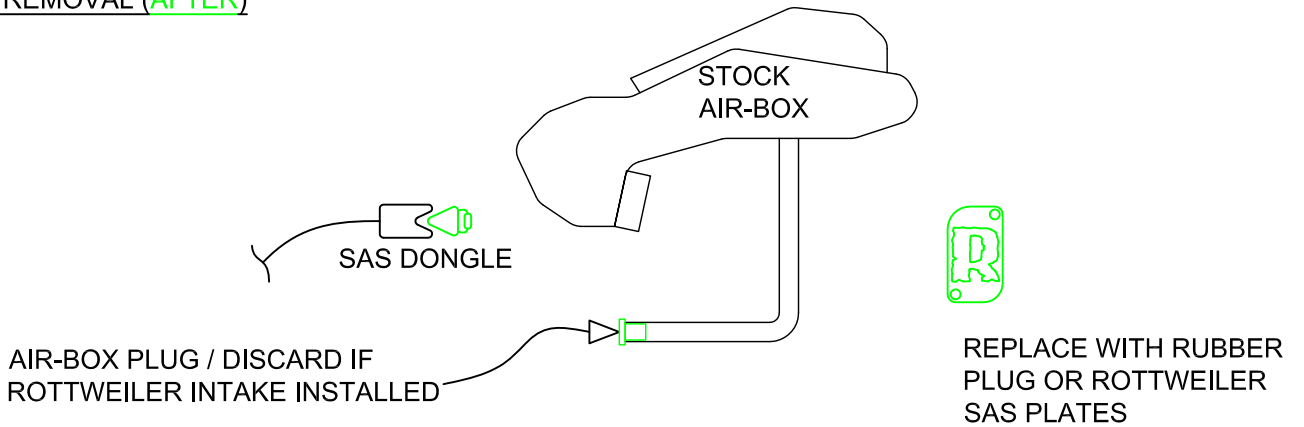
REFERENCE DIAGRAM

Below 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.

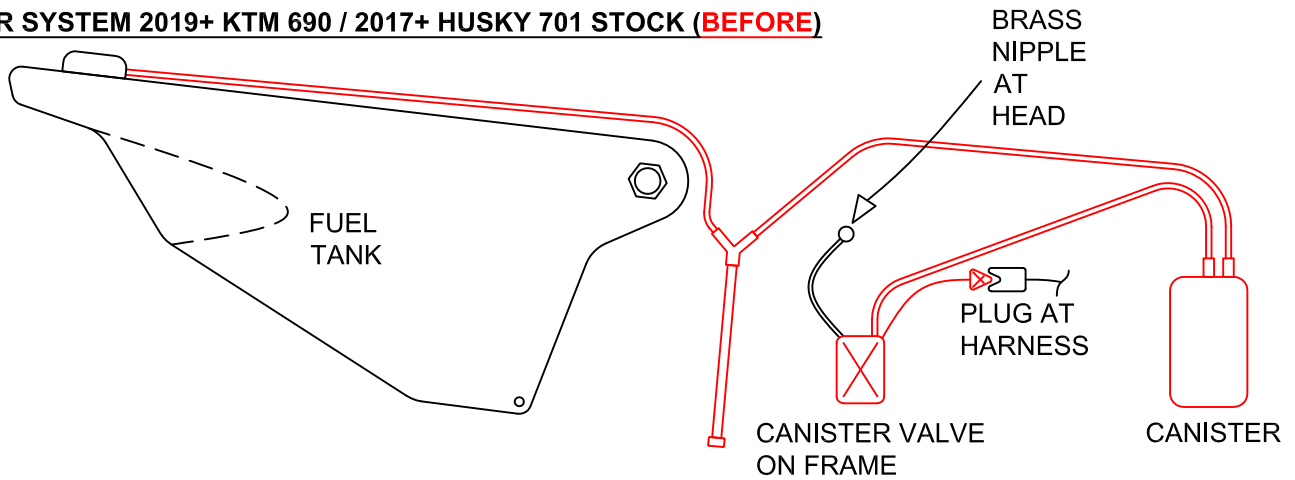
SAS SYSTEM STOCK (BEFORE)



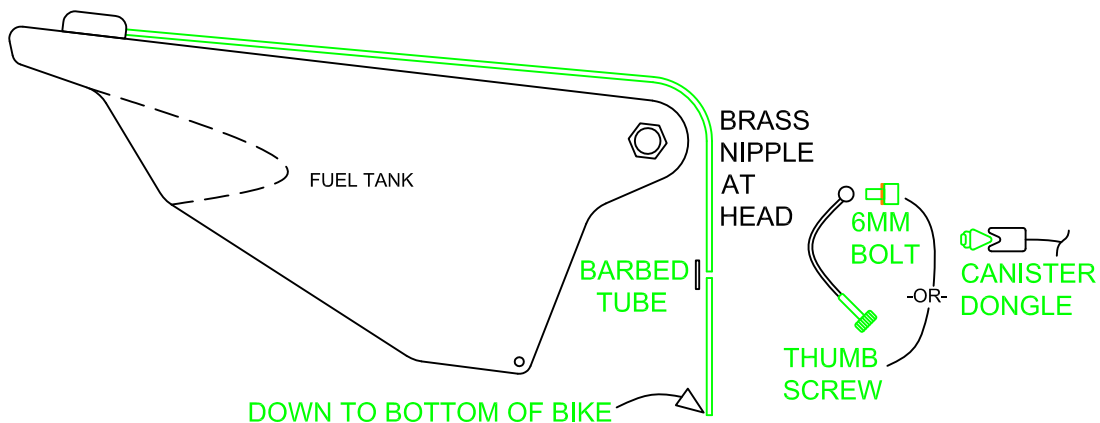
SAS SYSTEM REMOVAL (AFTER)



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



CANISTER REMOVAL (AFTER)





INSTRUCTIONS - SAS SYSTEM

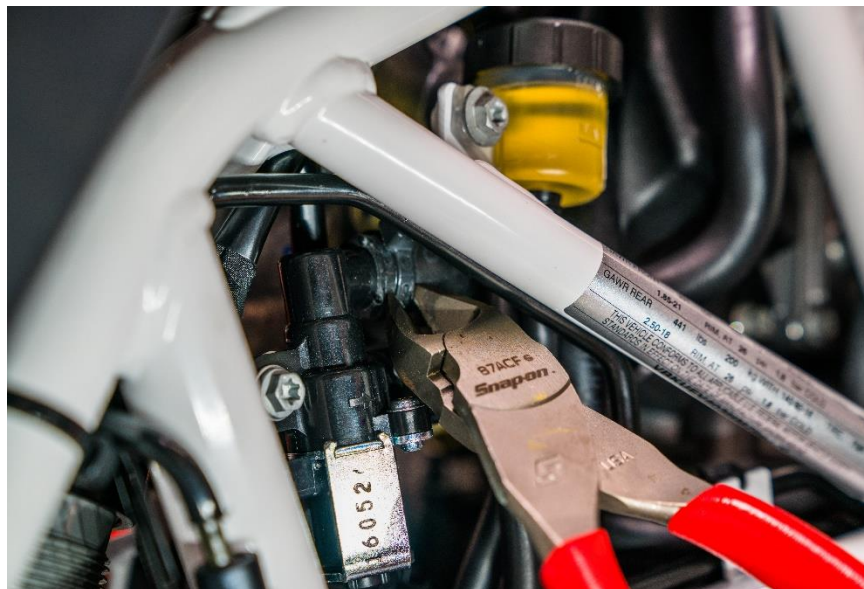
NOTE: The instructions below show the complete removal of the stock air-box. While this will result in the cleanest final outcome, it is not necessary to do this and extra information about quicker and easier options will be explained below.

(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. (T30 TORX) Remove the seat and right fairing.



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



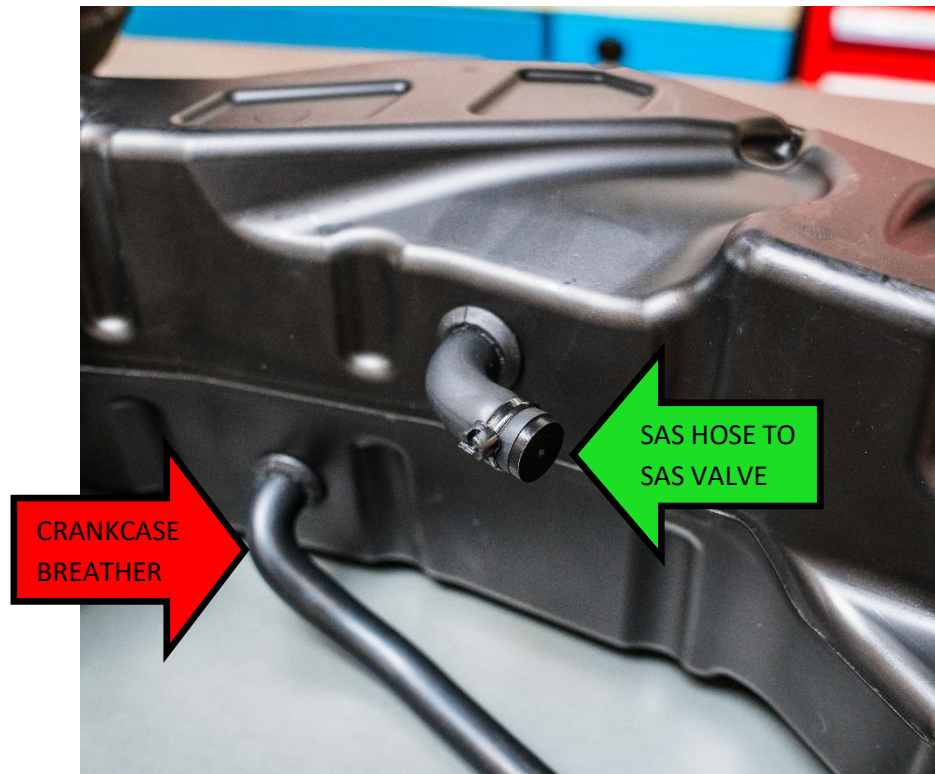
2. Below we show the airbox removed so that you have a visual idea of which hose leads to the SAS valve shown above. This hose will get cut (at any place in the hose) and plugged below.





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

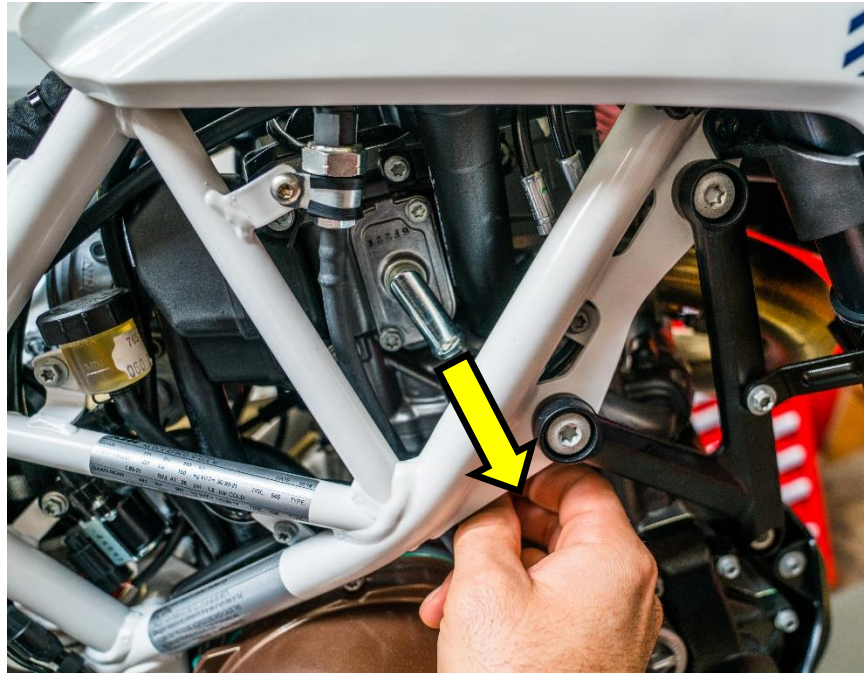
3. (HOSE CUTTERS) (If you are keeping the stock air-box) Cut the SAS feeder hose at any place and plug it. Note that in this picture the airbox was removed for the purposes of creating the cleanest installation of the kit. You may plug this hose at any place you see fit and not have to remove the airbox 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.



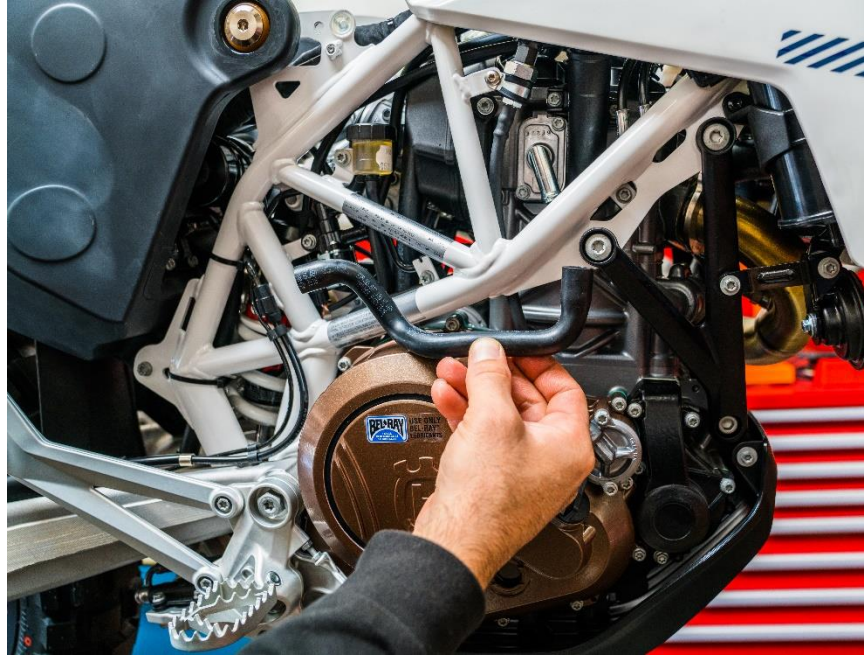
4. (701 Husky only) **Please skip to line 9 for the 08-13 KTM 690 (CUTTERS)** Locate the SAS plate on the side of the cylinder and cut the zip tie.



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



6. It will look like this below.



7. (T30 TORX) Remove the two bolts from the SAS plate and remove it. Leave the rubber reed valve in place.

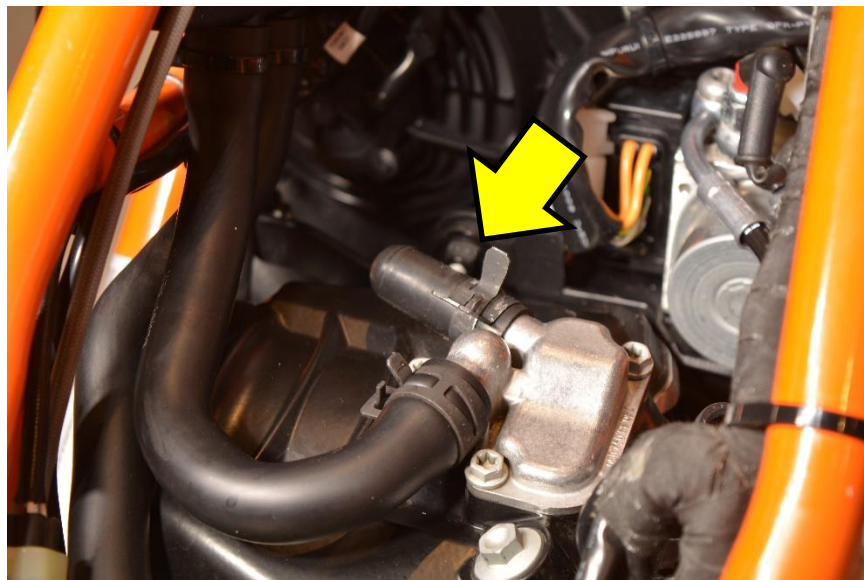




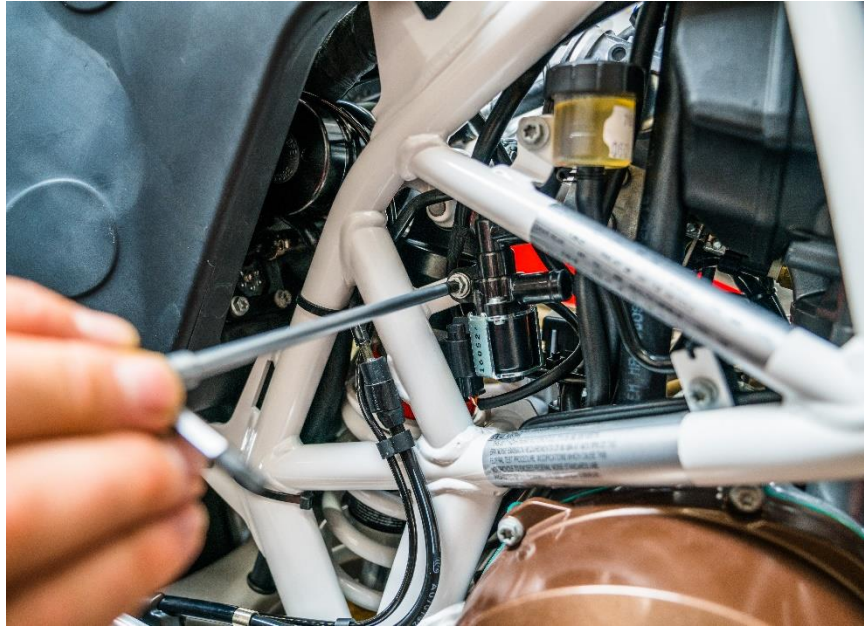
8. (T30 TORX) Using the same stock bolts, take a moment, realize the importance of what you are about to do, and affix the Rottweiler SAS plate to the sides of the engine, displaying the 'R' symbol with the utmost pride. This is a symbol that says you choose the BEST for your KTM.



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



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 that exists for this connection, so this is the method we chose to insert the dongle.



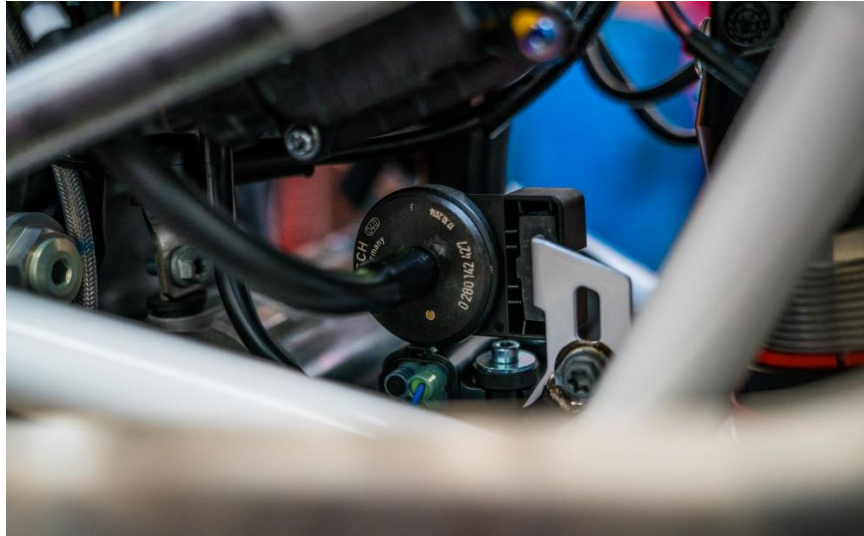
12. (HEAT GUN) Use the large glue lined heat shrink to create a watertight seal around the plug. To make this step easily reversible you may just heat the ends so that the glue is tacky and seal them without shrinking the entire part. **CAUTION: Use protection to avoid burning your fingers.** This will be zip tied **at line 21.**



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

INSTRUCTIONS - CANISTER SYSTEM

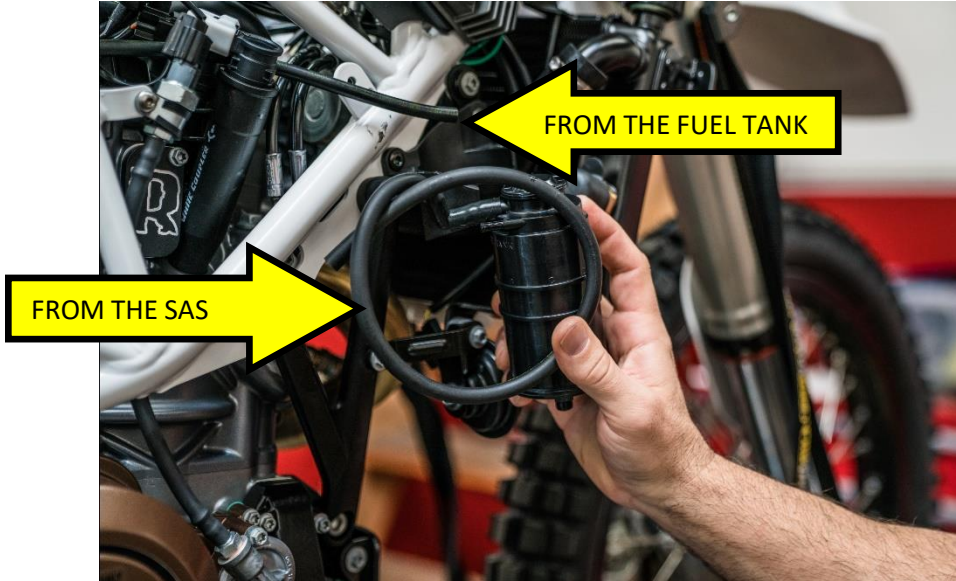
13. Locate the canister valve in the center of the bike and under the throttle body.



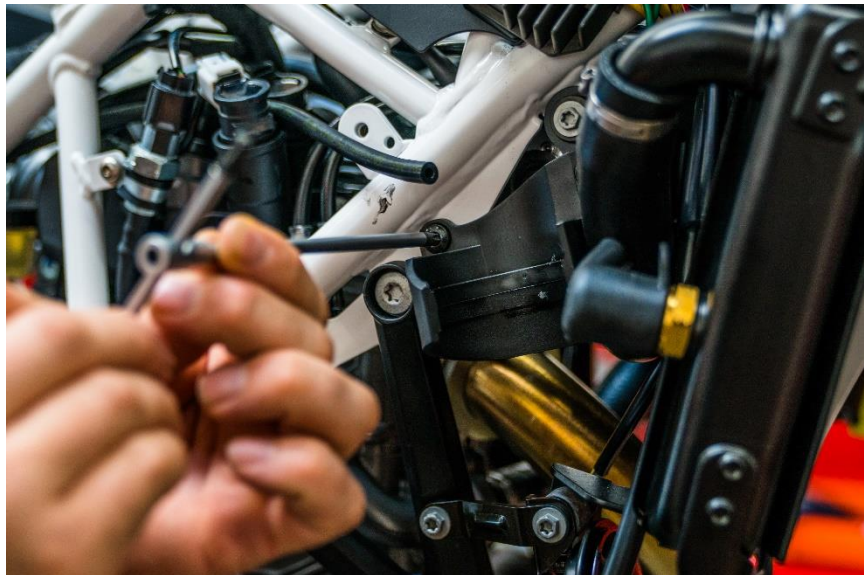
14. Unplug and trace one of the hoses to the canister behind the right fairing and remove it from the frame by pulling it through.



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



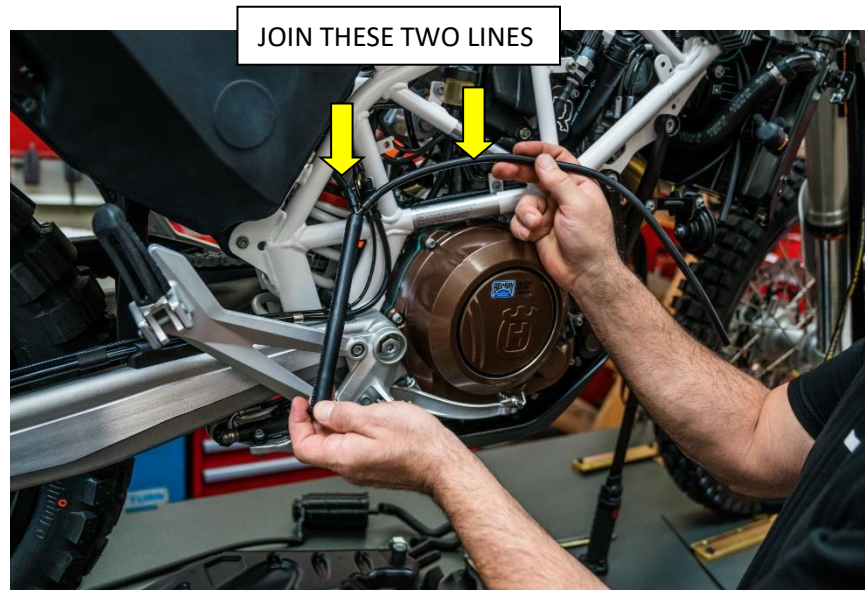
16. (T30 TORX) Remove the mount from the frame.



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



18. **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.



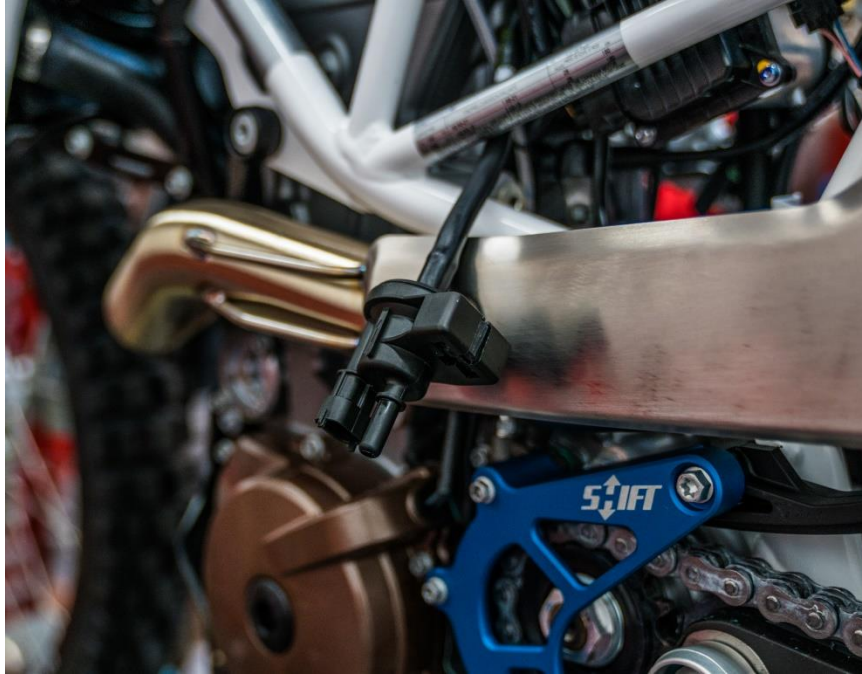
19. (CUTTERS) Route the newly joined line through the frame and towards the ground. Zip tie the line to the same tabs that recently held the thicker tube and some electrical wires and trim to length.



20. 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 12.



21. 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.

22. **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)



23. **Choice #2:** (8mm DEEP SOCKET) Trace the line to the head and remove the brass nipple.



24. (5mm HEX) Replace the nipple with the small 6mm screw and copper washer.



**YOU'RE DONE! YOU MAY NOW REASSEMBLE YOUR 690 OR 701.
NOW GO RIDE!**