



# ROTTWEILER INSTALLATION INSTRUCTIONS

**990    950    950SE**



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***Created from the need for an induction system that utilizes a multi layer foam element on all sides of the filter including the top, not just the sides, the "Rottweiler" intake system is the most cost efficient way to substantially increase the horsepower in your KTM 990 or 950 powered motorcycle. (See model list) Initial Dyno runs show increases of 10% over stock, even with the stock exhaust on a 2008 Super Duke model test bike. Similar gains can be seen on any of the 990 / 950 equipped KTM's with a proper map or jetting. The rush of power compared to stock is night and day, you won't believe the difference! Please see additional notes below for the serious Adventurers.\****

- *The most cost effective horsepower gains on the market. About 30.00 to 40.00 Dlls per horsepower compared to 100.00 to 200.00 Dlls for an aftermarket exhaust.*
- *Possible better fuel mileage with a proper mapping or jetting.*
- *Dramatically reduces the jerky "On / Off" throttle response of the big twin. "Mountain roads and tight traffic become a joy again".*
- *Full multi layer foam element on all sides of the filter including the top, not just the sides, aiding in air velocity optimization and overall filter surface area.*
- *The outer layers of foam provide optimum filtration and load-up capacity while the inner layer is made of special self extinguishing filter foam. Together, they give the best combination for air flow, engine protection and safety.*
- *Specially made composite base plate weighs in at 1/2 that of aluminum materials and significantly reduces the transfer of engine heat by reflecting it away rather than absorbing and transferring the heat back into the engine like aluminum based filter units. Intake temperatures measured on a 2008 Super Duke have yet to exceed 50 C (122F) on a typical 32 C (90 F) day ride.*
- *No tools needed once the fuel tank is removed to change or clean the air filter. 2 quarter turn "D" ring fasteners and it's out in seconds.*
- *Fiber reinforced nylon injection molded frame forms the structure on which the multi layer foam elements are bonded.*
- *Weight reduction of 1.6 KG (3.5 LBS) just by replacing the stock airbox with the "Rottweiler"*
- *Removal of the stock air box frees up an enormous amount of space in front of the filter that can be used for accessory storage like HID ballasts and such that were previously difficult to package.*
- *Serviceability of the throttle bodies becomes drastically less difficult to tune.*

- High quality double seal Buna-N "X" rings seal off the throttle bodies completely.
- Adds a wicked sound that while docile at cruising, barks with authority when cracked open.
- All necessary hardware included.

## NOTE:

Rottweiler filters are multi layer foam bonded to a fiber reinforced frame. They are not removable from the framework. For this reason we have developed outer filter skins for the serious off road adventurers. 90% of Adventure owners and 100% of Street LC8-RC8 engined owners will be more than fine with the system as is. If you have the need to clean the element every day please order our filter skin kit.

## ABOUT MAPPING FOR FUEL INJECTED MODELS (MAINLY 990):

We highly recommend the customer have a qualified Dyno tuner to custom build a map for their particular area, altitude, fuel quality, riding style etc. Installation of the Rottweiler Intake System without a proper map may result in severe engine damage due to lean conditions by opening up the intake side of the engine. **This is no different than the requirements for an aftermarket exhaust system.** Tuning systems for KTM's FI's consist of Tune ECU, PC3, PCV, Bazzaz and others.

## ABOUT CPR FAB.COM

CPR Fab.com is a fabrication and tuning shop nestled right in the middle of Southern California's racing community. Our unique ability to design, manufacture test and race the very products we create gives us a quality control second to none. Our extensive customer base leads us in many different and exciting directions and we pride ourselves in creating unique products that fulfill everyday needs. All of our products are thoroughly tested and we stand behind them completely.

## WHAT IS REQUIRED TO RUN THE ROTTWEILER INTAKE SYSTEM

Removal of the SAS system (SAS plates available from CPR Fab)

A proper map file (Stock ECU, PC3, PCV and Bazzaz currently available commonly)

## THE DOWNSIDES OF RUNNING THE ROTTWEILER INTAKE SYSTEM:

Tickets

Losing your passenger upon acceleration

Neighbors complaining about your new dog

## INSTRUCTIONS

### (990-950-SE)

Begin at the point that the complete stock airbox has been removed and the throttle bodies have been reattached and tightened. Velocity stacks set aside for now. Remove the aluminum check valve that is in line of the breather using a small screwdriver to open the crimp collars on both sides. You may use the top hose piece later.



### (990-950-SE)

Using two 19mm open end wrenches unscrew the check valve. Take care that the ball and spring do not fall out and get lost.



### (990-950-SE)

Re assemble the check valve in the same direction it was before in the hole provided in the base plate and snug it down. Do not over tighten this as it may damage the plastic. A small amount of blue Loctite is welcome here.



**(990 only)** Attach the white temp sensor from the top of the stock airbox to the underside of the base plate using the stock screws. These will self thread and will be tight the first time. Make sure the tab is facing the outside left of the bike on certain base plates. **WARNING:** You must make sure that the wires from this sensor **DO NOT** interfere with the throttle linkage in any way. Zip tie them securely high and above the secondary throttle actuation mounts and along the throttle cable housing in front of the plate. Keep these wire away from any and all moving parts.



**(990-950-SE)** Install the two provided “X” rings on to the top of the throttle bodies.



**(990-950-SE)** Upon installation of the plate, you may need to re route the crankcase breather slightly differently to accommodate going underneath the throttle cable mount on the forward throttle body. **Warning:** Make sure this **DOES NOT** interfere with any moving parts



and is securely tied down. You may also have to shorten the top of the crankcase breather hose 1 to 2 inches (25 to 50mm) to properly fit back on to the bottom of the check valve you previously installed into the base plate. This may take 1 or 2 tries so start slow until the hose fits properly underneath the base plate, on the check valve, and away from any moving parts in the throttle linkage.

**(990-950-SE)** Use the supplied spring clip or the stock spring clip from the top of the air box to secure the hose on the bottom of the plate. This will require long channel locks from the left side of the motorcycle.



**(990-950-SE)** Secure the base plate above the "X" rings making sure they are seated into the machined grooves of the bottom of the plate. Re attach the velocity stacks to lock the base plate down. The ¼ turn silver tabs on the base plate should face the right of the motorcycle.



**(990 only)** Plug in the white temp sensor and route the wires above and away from any and all moving parts.



**(990-950-SE)** Trim short and attach the upper "Post check valve" part of the crankcase breather hose to the check valve installed into the plate and routed facing into the forward velocity stack. You may use the extra spring clip for this. (If you encounter a whistling noise during operation you may turn the hose away from the suction until it goes away)



**(950 SE only)** On SE versions only you must cut down the velocity stacks in order to fit the "Dome" style filter. Any apparent downsides of this are quickly negated by overall surface filtration gain and this set up has been extensively tested to a high level of rider satisfaction.



**(990-950-SE)** Properly oiling your filter with No Toil Oil and thoroughly greasing the foam lip of the filter, secure it to the lower base plate by locking in the left side filter tab (Red) underneath the black base plate tab and rocking it down onto the ¼ turn tabs.





Do not force the filter down to the plate by pushing on it as this may damage the plastic tabs or break them. Rather "Pinch" them together gently and once the red part of the base of the filter is OVER the black plastic base you will be able to lock the "D" rings to the plate by twisting them clockwise until they lock.

You may have to bend the backside of the silver base plate tabs closer if you have any issues engaging the "D" ring DZUS tabs.



## **NOTES:**

You are now ready to have your bike re mapped / jetted to enjoy the full potential of the Rottweiler Intake System! Some maps are available free of charge by emailing "info@rottweilerperformance.com" and requesting a map. Map lists can be viewed at [www.rottweilerperformance.com](http://www.rottweilerperformance.com) These maps were created by customers and are "Use at your own risk" only. CPR Fabrications.com is not responsible for the outcome or results of using any supplied maps. See website for more information.

## **WARNING:**

You must have a qualified tuner build a map for your application to run this or any other engine modifying product. Use of this product is at the sole discretion of the purchaser and carries no warranty expressed or implied other than general workmanship of the product.

## **CONTACT:**

You may contact CPR Fabrications for any reason during your installation if you have any questions at all. Thank you for choosing Rottweiler Performance Products, the highest quality (and sometimes only) intake system available.



## **OILING YOUR ROTTWEILER INTAKE FILTER**

**If your Rottweiler filter has not been factory pre-oiled then follow the instructions below.**

All foam air filters should be oiled to provide the best filtration performance. The recommended oils are specifically formulated for foam air filters. When the oil is correctly applied, it provides a tacky coating over all the surfaces of the structure of the foam filter. As dust particles pass into the filter, they collide with the foam structure and are then retained in the oil coating. The oil coating also flows around the dust particles to continue to present a tacky surface for further dust particles.

If foam air filters are used in a 'dry' or non-oiled state, they still provide filtration of larger dust particles, and they will also retain most smaller dust particles due to an electrostatic effect. Electrostatic dust retention is much less reliable than oil retention, so if a filter is used without oil, it is very important to monitor whether any dust is passing through the filter, and to clean the filter frequently. Some dust, which can potentially damage the engine, may pass through a filter used in dry condition.

CPR Fabrications does not provide any warranty of any kind. The use of any aftermarket products is at the sole discretion of the user and may void the warranty.

There is a popular misconception that oil from air filters can become detached from the filter, pass through the air, and contaminate a MAF unit (mass air flow meter). Oils designed specifically for foam air filters are too viscous to become airborne and migrate onto MAF units. All properly oiled filters that have the correct amount of oil applied will not cause any issues with MAF units.

**Under no circumstances use cotton gauze filter oil, engine oil or any other oil not specifically manufactured for foam air filters.**

### Oiling your filter

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 circular motion all over the foam surface until the coarse foam pores just start to fill up with oil. Then, wearing protective gloves use your finger tips to 'massage' the oil deep into the foam.

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.

Your filter is now ready to install.

## **CLEANING INSTRUCTIONS:**

For the best cleaning results and longevity of your filter it is recommended that you use No Toil 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.

### **Cleaning:**

The cleaning kit is 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.

Apply the cleaning solution liberally onto the filter and thoroughly massage in. You need to ensure the solution has worked its way through all the layers in the foam and it may be necessary to apply extra solution until you are satisfied the cleaning fluid has fully penetrated the foam. To help the cleaner break down the oil, it is advisable to leave the filter for 2-3 minutes and then further massage the cleaner into the foam.

The next step is to wash the filter out in warm soapy water. Fill the sink/washing bowl with a strong solution of water and washing up liquid/dish washing soap, then submerge the filter in the solution. You should see an oily residue rising out of the filter as it enters the water which will then 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 of time 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 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, re-oil with the No Toil dust retention coating. If this is not available, only use a specific foam air filter oil. Suitable brands that we are aware of include Silkolene, Motul, Rock Oil, Shell, or Q8.

**Under no circumstances use cotton gauze filter oil, engine oil or any other oil not specifically manufactured for foam air filters.**



BY CPR FABRICATIONS.

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**THANK YOU FOR CHOOSING  
ROTTWEILER INTAKE SYSTEMS**

**ADD SOME BARK...**



**BY CPR FABRICATIONS.**

### NOTES / MAINTENANCE HISTORY:

[illegible]



**BY CPR FABRICATIONS.**

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