

INSTALLATION INFO DNA KTM Stage 3 Air Box Kit :
AK-KT9MK1-S3, AK-KT9MK2-S3, AK-KT9MK3-S3
For the 990 Series - SUPER DUKE/R, ADVENTURE/T/R, SUPERMOTO/T/R, SMR

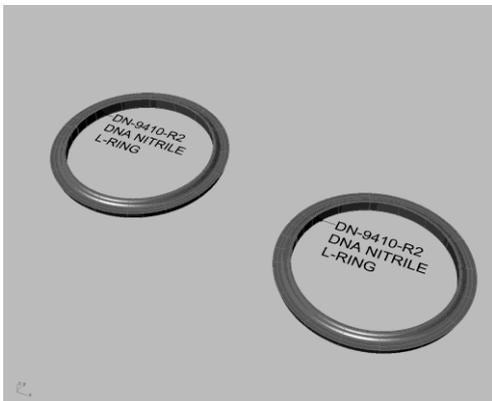
The *DNA STAGE 3 AK-KT9MK1/MK2/MK3-S3* KTM 990 Series Air box KIT is designed to replace the stock air box and increase the Airflow, Power, Torque and Throttle response.
Specially developed for race, high Performance applications and off road use.
Attention! The installation must be carried out by a qualified mechanic.

The following procedure is necessary if you use the DNA S3 Air Box Kit:

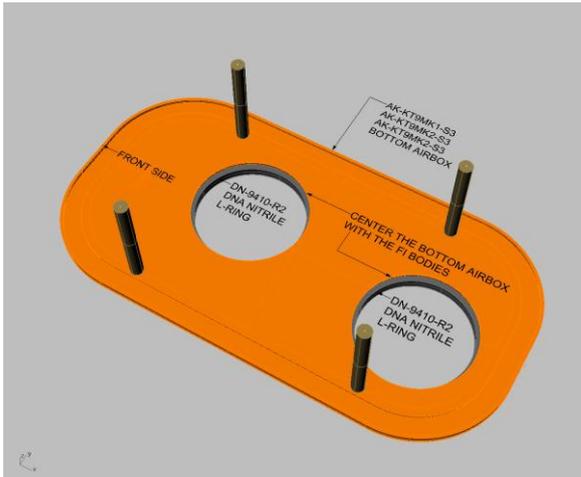
1. Remove the stock air box from the bike following the instructions found in the official KTM workshop manual.
2. Re-install the FI throttle bodies in place.



3. Install the DNA DN-9410-R2 NITRILE L-RINGS supplied, on the throttle bodies.
Read instructions on L-RING for top side.



4. Install the bottom side of the DNA S3. The side marked <Front Side> must face front and the throttle bodies must be centered so they don't touch the bottom air box plate.

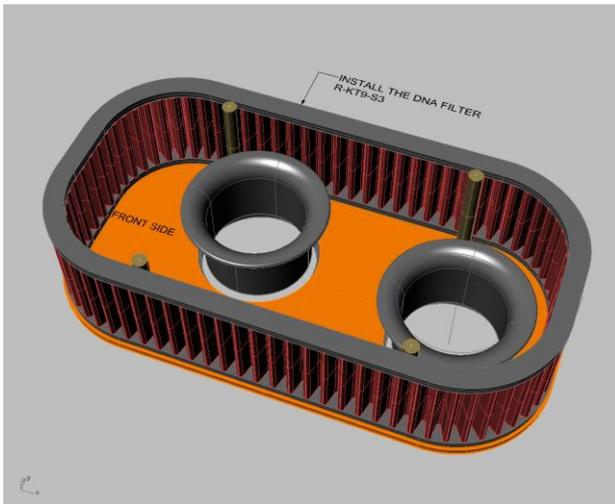


5. Install the velocity stacks in place, rotating them 45 deg. to lock.

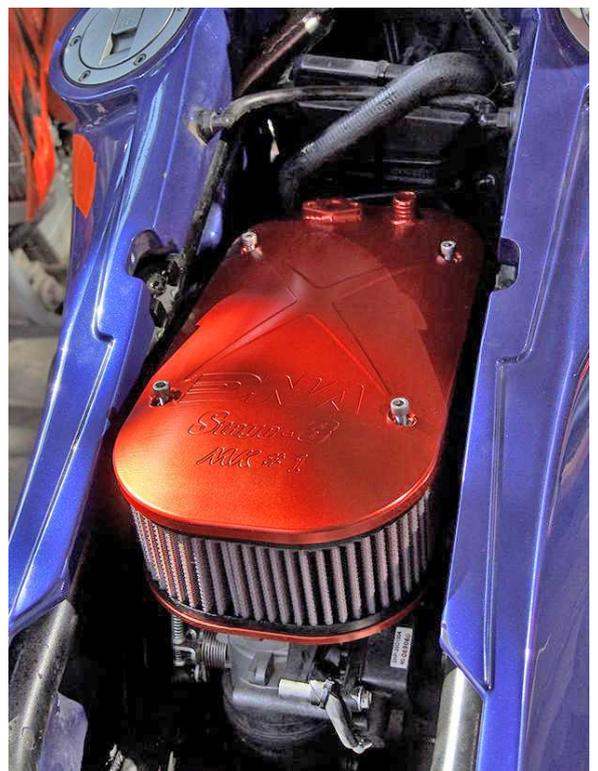




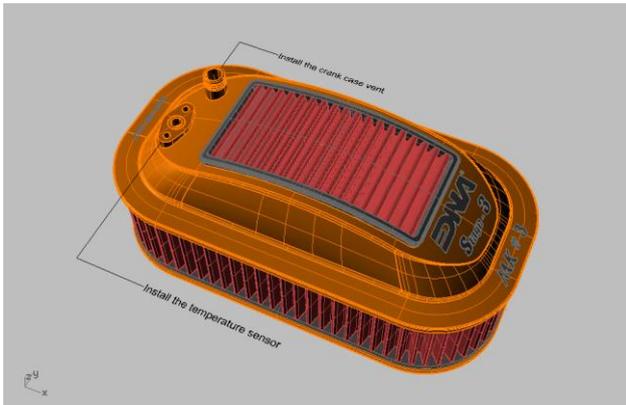
6. Install the purpose designed DNA filter (factory pre-oiled)
Check that it sits correctly in place.



7. Install the top of the DNA S3 Air Box Kit and bolt it in place (MK3 is displayed below left & MK1 is below right)



8. Install the crank case vent and the temperature sensor. Use the 2 M5 X 13 Allen bolts supplied by DNA for the sensor. (MK3 is displayed bellow left & MK2 is bellow right)



9. **ATTENTION!** At this point you have to decide **to keep or not** the SAS. The choices are 3:
- Leave the complete system on and block the hose that was connected to the standard air box using the plug supplied with the S3 from DNA. The SAS will be functioning for the ECU but it will not function in reality, as the clean air intake will be blocked. Don't forget to secure the solenoid valve, using Zip ties, so it doesn't move around.
 - Leave the complete system on and instead of blocking the hose, use the optional DNA filter CV-14M

Clean air will be supplied to the SAS system and it will function as it was designed. Don't forget to secure the solenoid and the CV-14M using Zip ties or a custom made base.
 - Remove the complete system and block the SAS ports using blanking plates offered by the KTM dealers. The solenoid must remain connected or a resistor must be used to avoid the FI error code displayed.

WARNING..!

Fuel injection **recalibration** is absolutely necessary! Please use a Dynojet Powercommander or similar product to correct your fueling or else the bike will run lean and possible damage will occur.

Custom advanced mapping (front and rear cylinder mapped separately, SAS blocked) is recommended if you want to fully take advantage the high flow.

For race or closed circuit use only, in some countries it is not legal for road use.

The manufacturer and seller make no warranties express or implied which extend beyond the description of the goods contained herein. Any description of this product is for the purpose of identifying it and shall not be deemed to create an express warranty.

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