BECAUSE SOUND MATTERS!

Installation instructions

WINGS Titanium Slip-On Exhaust

for the

KTM 690 ENDURO R/SMC R 26-

HUSQVARNA 701 ENDURO/SUPERMOTO 26-

Thank you for choosing WINGS exhaust. Please read these special 690/701 Installation Instructions together with the General Installation Instructions carefully and thoroughly before installing your new WINGS exhaust, which is designed and built to withstand the usual demands of regular traffic, including use on unpaved roads and gentle terrain. It is not suitable for use on racetracks or full-throttle highway driving. The new 2026/2027 690/701 engine is already at the very end of its hardware limit, so a significant performance increase would shorten its lifespan.

The all-new titanium plug-and-play WINGS exhaust for the 2026/2027 690/701 features a completely new design. One of the major updates for the 2026/2027 690/701 engine is the introduction of a more advanced engine control unit (ECU), which now includes two new, faster oxygen (O2) sensors in the exhaust system. It is essential to ensure that both O2 sensors are installed and connected. If they are not, the engine will not function properly, resulting in a loss of power and the illumination of the "check engine" light. The 2026 ECU cannot be bypassed in this matter.

The catalytic converter is integrated into the header pipe rather than positioned in the muffler, like on the older models. It is designed to ensure efficient exhaust gas flow without hindering power output. In fact, the 2026 engine generates an additional 5 HP compared to its predecessor. For these reasons, we designed our new 690/701 titanium exhaust to accommodate both O2 sensors, ensuring it is plug-and-play and requires no remapping.

Due to emission requirements, the Air-to-Fuel Ratio (AFR) is set so that the engine is already on the verge of running lean. The exhaust gas temperature of the EURO 5 engine in its original state at 4700 RPM is 91 degrees higher than that of the EURO 4 engine at the same RPM. Any and all modifications to the intake side of the engine (air box, air filter, etc.) or removal of the dB-killer will cause the engine to run lean (hot). The consequence of such actions is premature deterioration of the damping wool inside the WINGS exhaust, leading to hot spots, discolouration, and other visible damage on the exhaust's surface and interior. You should use premium gasoline (RON 95/AKI 91) for the engine’s thermodynamic stability.

IMPORTANT After mounting a new WINGS exhaust, whether with a louder or quieter dB-killer installed, no remapping is needed (tested on a bike with no modifications other than the WINGS exhaust). **DO NOT** remove the dB-killer (open exhaust), **DO NOT** remove the SAS, **DO NOT** remove/disconnect/replace the lambda (O2) sensors, or **DO NOT** make any changes on the intake side of the engine because it would harm the thermodynamics of the engine and as a consequence of such actions the damping wool must be replaced more frequently otherwise hot spots, discolouration, and other visible damages on the exhaust's surface, outer sleeve, carbon end cap and interior of the exhaust will occur. Ignoring or disabling the "check engine" light does not resolve the underlying issue — it simply means you may no longer be able to detect it, or any new issues that may arise. Additionally, your KTM warranty will be voided. Moreover, law enforcement can easily check for the presence of both sensors; if either sensor is missing, the homologation becomes invalid.

Before you can remove the original exhaust, you have to remove the seat and the plastic side panels, following the bike's user manual. In Fig. 1, you can see what the bike should look like before you start removing the original exhaust.

Fig. 1

MOUNTING THE HEAT SHIELD

If you bought the WINGS carbon heat shield with the exhaust, you can mount it now. Otherwise, you can skip to Page 4. Transfer the rubber clip and metal nut from the stock heat shield to the WINGS one (Fig. 2 and Fig. 3).

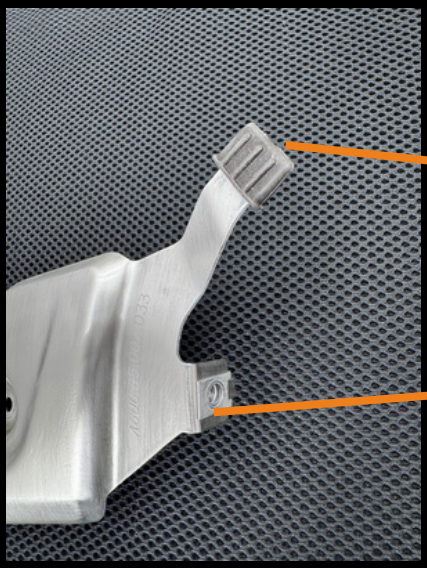


Fig. 2

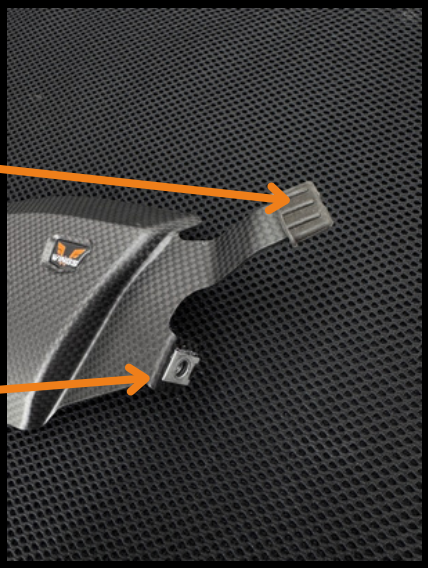


Fig. 3

Before mounting the heat shield, make sure the bolts are not screwed in completely (see Fig. 11). The bolts should NOT protrude the insulating washers on the inside of the heat shield for more than 4 mm; mounting the heat shield will not be possible.

The heat shield mounts on the original mounting nuts. See Fig 5. how the bike should look like after mounting the heat shield.

Fig. 4

INSTALLATION TIP
Screw the heat resistant washers onto the bolts; do not try to push them on!


Fig. 5

REMOVING THE OIRIGINAL EXHAUST

Carefully cut the ziptie securing the second lambda sensor (Fig. 6), and unplug it from the bike (Fig. 7). After unplugging it, unscrew it from the exhaust and put it to the side.

Fig. 6

Fig. 7

After removing the second lambda sensor, you can go ahead and start unscrewing the mounting clamp (Fig. 8.). Fully unscrew the TX30 bolt, and carefully put the clamp over the header (Fig. 9). Be careful not to damage the heat shield.

Fig. 8

Fig. 9

Fully unscrew the two TX40 bolts securing the mounting bracket to the bike (Fig. 10) and slightly rotate the exhaust (Fig. 11), before sliding it off the header.

Fig. 10


Fig. 11

MOUNTING THE EXHAUST

Remove the original gasket from the stock exhaust (Fig. 12) and fit it to the WINGS exhaust (Fig. 13). Be careful not to damage the gasket when you're removing it from the stock exhaust.


Fig. 12


Fig. 13

Unscrew the bolt connecting the mounting bracket to the exhaust, and transfer it over to the WINGS exhaust. Use the included M8 ALLEN bolt, and DO NOT TIGHTEN it fully. (Fig.14)

Fig. 14

Fig. 15

With the bracket mounted, carefully slide the WINGS exhaust on the header under an angle (Fig. 15) all the way. The clamp A should sit nicely on the contact between the header and the exhaust (Fig. 16).

Fig. 16

DO NOT TIGHTEN the clamp all the way. The exhaust should still have some play inside the clamp.

Ensure that the holes on the bracket align with the holes on the bike (Fig. 17 and Fig. 18). Once aligned, fully tighten the two TX40 bolts (Fig. 19).

Fig. 17

Fig. 18

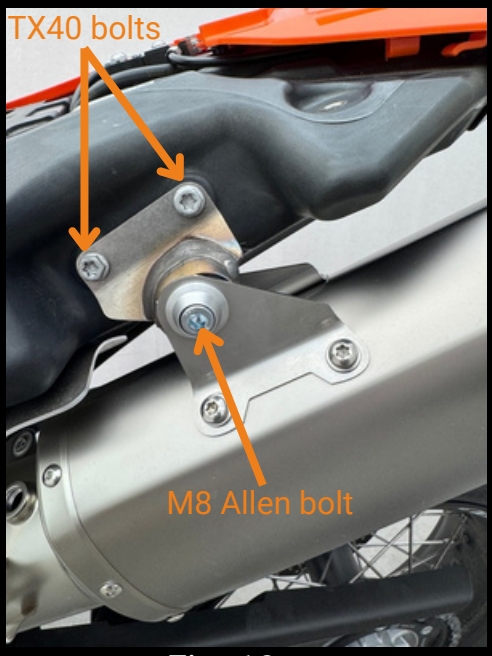
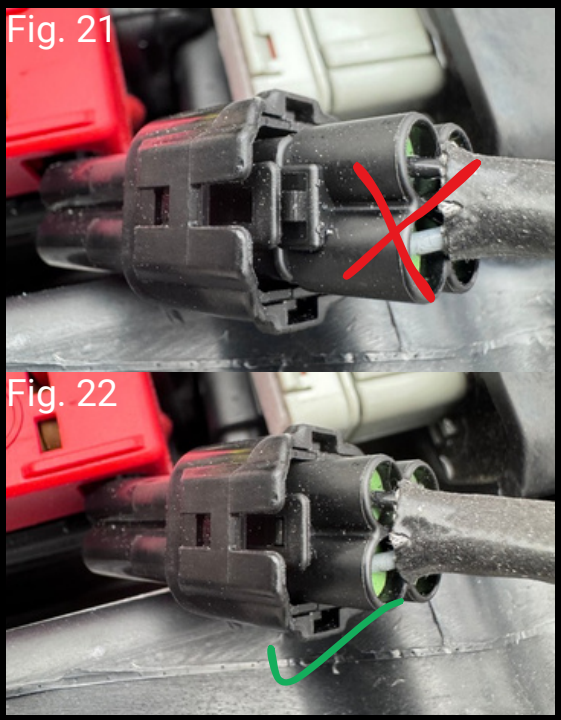


Fig. 19

You can now go ahead and tighten the clamp connecting the header and WINGS exhaust fully. After that, tighten the M8 Allen bolt with a tightening torque of **25 Nm/18,5 lb ft**.

With the exhaust fully tightened, you can now take the lambda sensor and screw it in the threaded hole on the exhaust (Fig. 20), and tighten it with a tightening torque of **25 Nm/18,5 lb ft**. Then you can plug it in - make sure that it's fully plugged in (Fig. 21 and Fig. 22). Otherwise, the check engine light may appear on the dashboard.

Fig. 20



Use the included ziptie to secure the cable of the sensor (Fig. 23), and cut of the excess (Fig. 24). Be careful, so you do not damage the cable.

Fig. 23

Fig. 24

Do not forget to install the included rubber spacer (Fig. 25).

Fig. 25

After this step, you can put on the plastic covers and the seat in the reverse order you took them off. Check that all of the bolts are sufficiently tightened before taking your first ride.

IMPORTANT Retighten the bolts after the first ride. Make sure that all of the bolts (including those in the carbon heat shields) are sufficiently tightened periodically. Enjoy riding with your new WINGS exhaust!