

**Factory Pipe**  
**Bill of Materials**  
**701 Super Jet Limited/Superstock (Dry Pipe)**

<b><u>Item#</u></b>	<b><u>Qty.</u></b>	<b><u>Part Number</u></b>	<b><u>Part Description</u></b>
1	1	COMCST0400	701 Superjet Dry Manifold
<b>2</b>	<b>1</b>	<b>COMASMCH0810</b>	<b>Superjet Dry LTD/SS Chamber Assembly</b>
2a	1	COMCH70108	701 Dry Ltd SuperJet chamber only (part of above assembly)
2b	1	COMHOS0093	3 1/2" Silicone Coupler 2-3/16" lng (part of above assembly)
2c	1	COMFTG0220	1/4" NPT x 3/8" 90 degree hose fitting (part of above assembly)
2d	1	COMFTG0032	1/4" NPT x 3/8" Strt Hose Barb Fitting (part of above assembly)
2e	1	COMFTG0030	1/8" NPT x 3/8" 90 Deg Hose Fitting (part of above assembly)
2f	1	COMHOS0043	3/8" Clear Hose, 16" long (part of above assembly)
2g	2	COMCLP0007	# 04 SS Hose Clamp (part of above assembly)
2h	1	COMCRB0150	177.5, 175 OR 180 Mikuni Main jet (part of above assembly)
2i	1	COMCLP0045	#400 Clamp (3-1/2") High Torque (#56)(part of above assembly)
-	<b>1</b>	<b>COMASM0075</b>	<b>Hardware Kit (contains the following items)</b>
3	2	COMMNT0052	Lord Mount #J-11729-190
4	2	COMFAS0095	3/8"-16 S.S. Nylock Nut
5	4	COMFAS0086	3/8" S.S.Flat Washer 1" o.d.
6	2	COMFAS0300	3/8"-16x 10mm-1.25 S.S. Mount Nut
7	-	-	-
8	1	COMCLP0045	#400 Clamp (3-1/2") High Torque
9	1	COMBRK0213	Dry Pipe Mag Cover Bracket
10	-	-	-
11	1	COMFTG0120	1/8" Vinyl cap
12	1	COMFAS0210	4" Zip Tie
13	2	COMCLP0007	#4 Hose Clamp
14	1	COMGAS0050	Exhaust manifold gasket
15	1	COMFTG0110	Side Squirter
16	4	COMFAS0036	8mm Flat Washer
17	2	COMFAS0100	3/8-16 x 3/4" Hex Head Bolt S.S.
18	2	COMFAS0070	3/8" Ext. Tooth Washers
19	1	COMMNT0050	Lord Mount #J-11729-168
20	1	COMGAS0235	#337 Buna N O-ring

- < **CHECK CONTENTS AGAINST BILL OF MATERIALS. REPORT ANY SHORTAGES WHERE YOU PURCHASED YOUR FACTORY PIPE.**
- < **READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING INSTALLATION.**
- < **CARBURETOR ADJUSTMENTS MUST BE DONE PRIOR TO RUNNING THE ENGINE WITH THIS EXHAUST SYSTEM.**

**Factory Pipe**  
**Instructions**

**701 Super Jet Limited/Superstock (Dry Pipe)**

Disconnect the battery cables. Remove the stock exhaust system and exhaust hose attached from the exhaust pipe to the waterbox. Retain the eight stock exhaust manifold bolts, two hose clamps from the exhaust hose and the 3/8" black waterline. If you are going to replace your stock waterbox do so now. If not, do not remove it. Replace the stock Yamaha side squirter with the aluminum side squirter (item #15). Cut the stock exhaust hose as per the included diagram, attach it to the waterbox using a stock hose clamp but do not tighten at this time. Slip the remaining stock clamp onto the elbow hose and leave loose.

Thoroughly clean all gasket material from cylinder and install the exhaust manifold gasket (item #14) using two of the retained bolts and 8mm flat washers (item #16). Use Loctite 242 and thread these bolts in about halfway into the bottom two inside bolt holes. Attach the cooling line from the pump to the barbed fitting of the Factory Pipe dry exhaust manifold (item #1) and secure with the original hose clamp.

**Note: If you are using ECWI with this system remove the 1/8" npt pipe plug from the manifold and install the 1/8" npt x 1/4" spray bar as per the included ECWI instructions.**

Install the manifold onto the cylinder and secure with the retained stock bolts on the outside four holes and the remaining two with washers on the upper two center holes. Use Loctite #242 and torque to 18 ft./lb.

Unbolt the electrical box and remove the choke cable from the dash. Move the electrical box to the right to allow room to install the chamber.

Install the #337 O-ring (item #20) into the chamber flange. **Note: A small amount of grease, or vasiline will help keep the O-ring in place while installing the chamber.** Slip the 3-1/2" clamp (item #8) over the 3-1/2" silicone coupler on the chamber assy (item #2). Spray the inside of the silicone coupler with glass cleaner or soapy water and slip the chamber assy. into the hull stinger end first. Move the bilge hose to the right of the coupler end of the chamber so that it will not get pinched between the pipe and the hull.

Push the coupler onto the manifold making sure it is seated tight against the machined surface of the manifold. Rotate the chamber against the hull and install both 3/8"x 10 mm mounting nuts (item #6) into the front and the rear 10mm mounting holes on the cylinder head. Use Loctite 242 and torque to 28 ft.lbs..

**Note: The silicone coupler should seat flush against the lip on the manifold coupler and the chamber, loss of performance may occur if not seated properly.**

Install two of the lord mounts (item #3) onto the mounting nuts and hand tighten. Rotate the chamber back over the mounts and secure the chamber to the mounts using two 3/8 -16 bolts, two 3/8 flat washers, and 3/8 Ext. Tooth Washers. (item #17,5,18).

**Note: Never use Loctite on rubber mounts.**

Move the loose 3-1/2" hose clamp on the chamber so that it is 1/8" from the edge of the coupler and tighten. Reinstall the electrical box and choke cable.

Remove the two top left side bolts from the front (Mag) engine cover. Attach the remaining lord mount to the mag cover bracket using a 3/8" nylock nut & washer (item #4,5,9,19). Install the entire assembly onto the front cover with the long end of the mag cover bracket pointing up. Secure with original bolts using Loctite 242 and torque to 7ft.lbs.. Secure the chamber assy. bracket to the lord mount with a 3/8"nylock nut and washer (item #4,5).

Slide the stock elbow hose (that has been cut as per diagram) over the stinger end of the chamber. Rotate the hose for best fit and secure the 2" hose clamp and the stock hose clamp.

Cut the retained stock black waterline into a 10" & 11" long piece. Install the 11" piece from the cylinder head fitting to the bottom barbed fitting on the chamber near the 3-1/2" coupler and secure both ends with two #4 hose clamps (item #14). Install the 10" piece from the barbed fitting on the stinger end of the chamber to the previously installed side squirter and secure with the original hose clamps. Install the 1/8" vinyl cap on to the vent tube on the cylinder head and secure with the 4" Zip Tie (item #11,12).

Double check all hardware and clamps and reconnect battery cables.

**Recommended Carb Adjustments:**

**These adjustments are for sea level on a stock engine with aftermarket flame arrestors. Your specific adjustments may vary depending on modifications, fuel, altitude and other variables. Please consult a qualified technician if you are not familiar with tuning your carburetor**

**1996-Up dual carb**

Main Jet: 140

Pilot Jet: 75

High speed screw: 1/2 turn out from closed

Low speed screw: 1 turn out from closed

Needle & Seat: Stock

Spring: Stock

Comments: No jetting recommendations are given for a Limited/Superstock application as we cannot anticipate all the possible combinations and setups.

**Factory Pipe**  
**Bill of Materials**  
**701 SuperJet ECWI Kit**

<b><u>Item#</u></b>	<b><u>Qty.</u></b>	<b><u>Part#</u></b>	<b><u>Part Description</u></b>
1	1	COMASM0152	Universal ECWI Filter-Solenoid Assembly (contains items #1a-1k)
1a	1	COMHOS0175	1/4" x 36" Silicone Hose
1b	1	COMCLP0010	#06 ss Hose Clamp
1c	1	COMFTG0010	1/8" NPT x 1/4" Hose Fitting
1d	1	COMFTG0045	1/8" NPT Pipe Nipple with 5mm
1e	1	COMFTG0090	1/8" NPT Pipe Plug
1f	1	COMFTG0006	1/8" NPT 12VDC Solenoid Valve
1g	1	COMCRB0130	120 Mikuni Main Jet
1h	1	COMFTG0035	Stainless Filter Screen
1i	1	COMFTG0150	1/2" Filter Block
1j	1	COMFTG0160	Rev 2 Filter Screen Holder
1k	1	COMGAS0130	#122 Buna-N O-ring
2	1	COMFTG0015	1/8" NPT x 1/4" Fitting w/Sprayer
3	1	COMIGN0008	Programmable Universal Water Control
4	3	COMCLP0010	#06 SS Hose Clamp
5	1	N/A	Installation Instructions

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SHORTAGES WHERE YOU PURCHASED YOUR FACTORY PIPE ECWI KIT.**

< **READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING  
INSTALLATION.**

**Factory Pipe**  
**Instructions**  
**701 SuperJet ECWI Kit**

Disconnect the battery cables from the battery. Install the 1/8" NPT x 1/4" fitting w/sprayer (item#2) into the headpipe using Teflon tape or pipe thread sealant. You will notice that the sprayer slot is cut on an angle. This is the direction the water sprays into the exhaust passage.

**Note: The sprayer must point into the headpipe/chamber assembly with the flow of exhaust. Do not point the sprayer into the manifold.**

Tighten the sprayer into the headpipe until the slot is pointing in the correct direction and the sprayer is secure.

You will need to choose a high pressure waterline to supply the filter-solenoid assembly. We recommend using the main cooling line directly from the pump. Find a suitable location and cut the waterline (remember that the 1/4" silicone hose attached to the solenoid must reach the sprayer fitting and the solenoid wires must reach the connector from the water controller). Slide a #6 hose clamp (item#4) on each side of the cut waterline and install the filter-solenoid assembly into the waterline. The filter is not directional so it can be positioned either way. Secure the #6 hose clamps.

**Note: The filter-solenoid assembly ends are 1/2" diameter but will accept 3/8" waterline.**

Slide the remaining #6 hose clamp (item#4)

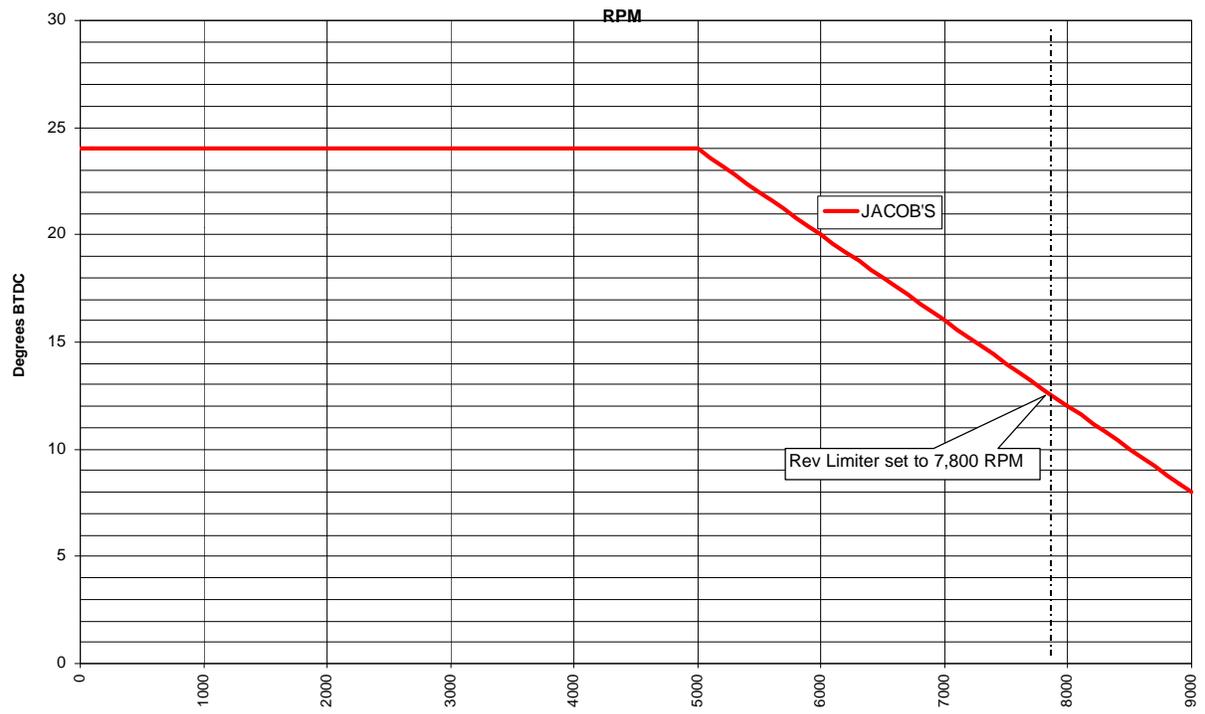
over the end of the 1/4" x 36" silicone hose from the filter-solenoid assembly and attach the hose to the sprayer fitting in the manifold. Secure the #6 clamp. Double check that all hoses, clamps have been secured.

Find a suitable location to install the Programmable Water Controller (item#3) on your particular watercraft. Make sure the location you choose allows the wires to reach the battery and wires from the solenoid. The battery compartment, or under the battery strap, is an ideal spot on many watercraft. Try to locate the controller as far away from the electrical box as possible to avoid RF interference. Wire the controller as per the included instructions. Double check your wiring and all connectors. Secure all wires so that they are clear of any potential damage from heat or moving parts in the engine compartment.

**IMPORTANT NOTES:**

**1. Always run resistor type spark plugs to reduce the RF (radio frequency) interference to the Programmable Water Controller. Interference may cause the switch to turn the solenoid on/off at the incorrect rpm setting.**

**2. Be sure the spray nozzle is pointed in the direction of the exhaust flow. Do not point the spray downward into the manifold.**



# 96-99 SuperJet hose

