

Factory Pipe
Bill Of Materials
GP760 / WaveBlaster II

<u>Item#</u>	<u>Qty.</u>	<u>Part#</u>	<u>Part Description</u>
1	1	COMCST0390	Factory Pipe tuned exhaust manifold
2	1	COMCH76001	Factory Pipe aluminum chamber
3	1	COMST76001	Aluminum stinger
4	1	COMBRK0180	Billet head bracket w/ spacer & mount
5	1	COMGAS0060	Exhaust manifold gasket
6	6	COMFAS0046	10mm x 30mm bolts
7	4	COMFAS0050	10mm x 40mm bolts
8	1	COMBRK0150	Mag cover bracket
9	2	COMFAS0047	10mm x 25mm bolts
10	4	COMCLP0010	#06 stainless steel hose clamp
11	2	COMCLP0020	#32 stainless hose clamp (2")
12	1	COMCLP0040	#56 stainless hose clamp (3-1/2")
13	6	COMFAS0040	10mm Lock Washers
14	2	COMFAS0086	3/8" S.S. Flat Washer
15	2	COMFAS0100	3/8"-16x 3/4" S.S. Hex Head Bolt
16	1	COMHOS0141	2" X 6" wet exhaust hose

- < CHECK CONTENTS AGAINST BILL OF MATERIALS. REPORT ANY SHORTAGES WHERE YOU PURCHASED YOUR FACTORY PIPE.
- < READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING INSTALLATION.



Chamber Assembly



Manifold



Stinger Tube



Cylinder Head Bracket



Hardware Kit

Factory Pipe
Instructions
GP760 / WaveBlaster II

IMPORTANT NOTES

- 1. You must run fuel with a minimum octane rating of 92 (premium pump fuel). Running a lower octane fuel can cause detonation and serious engine damage.**
- 2. Always warm up the engine prior to full throttle/high speed operation.**

CARBURETOR ADJUSTMENTS

These carburetor recommendations are for 730 feet above sea level on a completely stock engine. Factory Pipe testing was performed on a stock engine with aftermarket flame arrestors. No claims are made by Factory Pipe for the performance, reliability or function of this exhaust system on a modified engine. Carburetor adjustments will vary depending on engine modifications, fuel, altitude and other variables. **PLEASE CONSULT A QUALIFIED TECHNICIAN IF YOU ARE NOT FAMILIAR WITH TUNING YOUR CARBURETOR(S).** These carburetor adjustments **MUST** be done prior to running the engine with this exhaust system. High performance engines require precise jetting, Engine damage can occur if the carburetors are not tuned properly.

Note: Make sure you check the stock jets

Main jet :130 on front (Mag) carb, 132.5 on rear (PTO)carb

Pilot Jet :115

High speed screw :½ turn out from closed on front(Mag) carb, 3/4 turns out on rear (PTO)carb

Low speed screw : 1-1/2 turns out from closed

Needle & Seat : (stock)

Spring : (stock)

Timing:25 degrees at 3000 rpm

Disconnect the battery. Completely remove the stock exhaust system. Retain the stock waterbox, the stock black 3/8" pump waterline, clamp and 1/2" exit waterline and clamp.

Blaster II Only - retain the front stock curved waterbox hose.

Install a rev-limiter/ignition module (Not Supplied) into the electrical box per the instructions. Set the RPM rev limiter to 7200-7400 RPM.

Cut 1" off the left side styrofoam (flush with the side of the hull) with a knife to allow clearance of the stinger assembly (item# 3)(See Fig. 1).

GP760 Only - Slide the 2" x 6" wet exhaust hose (item# 16) on the open end of the aluminum stinger tube (item#3). Loosely install a #32 hose clamp and the retained stock waterbox hose clamp onto the hose. *The Blaster II will use the OEM hose to connect the stinger tube to the waterbox.*

Lay the stinger into the hull (See Fig.2).

GP760 Only - Slide the 2" x 6" exhaust hose onto the waterbox but do not secure the clamps at this time.

Blaster II Only - Slide the open end of the stinger tube into the retained OEM waterbox hose. Slide the stinger tube in until it is inside the smaller diameter of the OEM hose. Completely open a #32 hose clamp (item# 11) and place it around the stinger/OEM hose connection. Loosely secure the #32 clamp.

Install the two 10mm x 25mm short head bolts (item #9) thru the exhaust manifold gasket (item #5) and into the two bottom center holes in the cylinder. Thread in the bolts so that there is a 3/8" space between the bolt flange and the gasket (See Fig.3). Attach the stock 3/8" pump waterline to the 3/8" barbed fitting on the Factory Pipe Manifold (item #1) and secure with the retained stock hose clamp. Slip the manifold down onto the bolts and install two of the 10mm x 30mm bolts (item #6) into the two top center holes on the manifold. Install the four 10mm x 40mm bolts and 10mm lock washers (items #7,13) on the four outer holes. Torque all bolts from the center working out to 29ft.lbs where accessible.

Remove the two stock 6mm bolts on the right side of the mag cover and install the mag cover bracket (item #8) with the bend towards the intake manifold (See Fig.4). Reinstall the bolts with Loctite and torque to 6ft.lbs.

Install the billet cylinder head bracket (item# 4) with four of the 10mm x 30mm bolts (item #6) (See Fig.5). Use Loctite and torque to 29ft.lbs.

NEVER USE GREASE OR OIL ON SILICONE COUPLERS. USE ONLY GLASS CLEANER OR WATER IF REQUIRED.

Slide the #32 hose clamp (item#11) over the 2" silicone coupler on the front end of the stinger tube and leave loose. Spray some glass cleaner on the O-rings, 3-1/2" silicone coupler and the stinger end of chamber assembly (item# 2). Slide the chamber assembly down into the hull and align with the manifold and the stinger tube. Slide the #56 hose clamp (item# 12) over the 3 1/2" silicone coupler and connect chamber assembly onto the manifold. Do not secure clamp at this time. Align the chamber body brackets with the mounts on the cylinder head and mag cover. Loosely secure the chamber to the mounts using the 3/8-16 x 3/4" bolts, 10mm lock washer and 3/8" flat washer (item# 13,14,15). Make

sure the chamber is pushed fully onto the manifold and secure the #56 hose clamp (See Fig.6). Slide the 2" silicone coupler on the front of the stinger tube up onto the chamber and secure with the remaining #32 hose clamp(item# 11). Secure the #32 hose clamp that was left loose on the waterbox. Secure the hardware on the two mounts that was left loose. Do not use Loctite on lord mount hardware.

Locate the 3/8" x 25" waterline from the bottom of the chamber marked "To Rear of Cylinder Head". Slide a #6 hose clamp (item# 10) over this waterline and connect to the rear water fitting on the cylinder head. Secure the #6 hose clamp. Locate the 3/8" waterline on the chamber with the "T" installed marked "To Front of Cylinder Head". Slide a #6 hose clamp (item# 10) over this waterline and connect to the front water fitting on the cylinder head. Secure the #6 hose clamp. Locate the stock waterline coming from the side squirter. Slide a #6 hose clamp (item# 10) over this waterline and connect to the open leg of the plastic "T" in the waterline. Secure the #6 hose clamp. Locate the stock 1/2" black exit waterline. Attach this waterline to the remaining 1/2" barbed fitting on the chamber and secure with the stock hose clamp. Take the time to double check that all the hardware and hose clamps are secure.



Fig. 1



Fig. 2

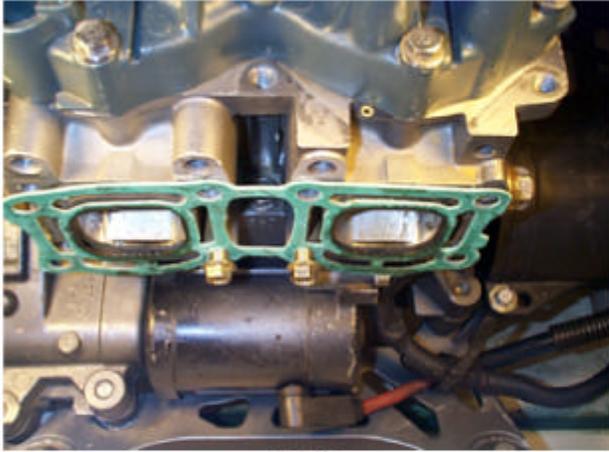


Fig. 3

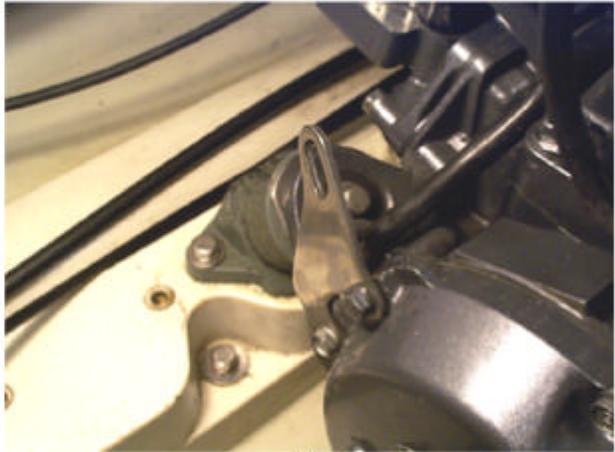


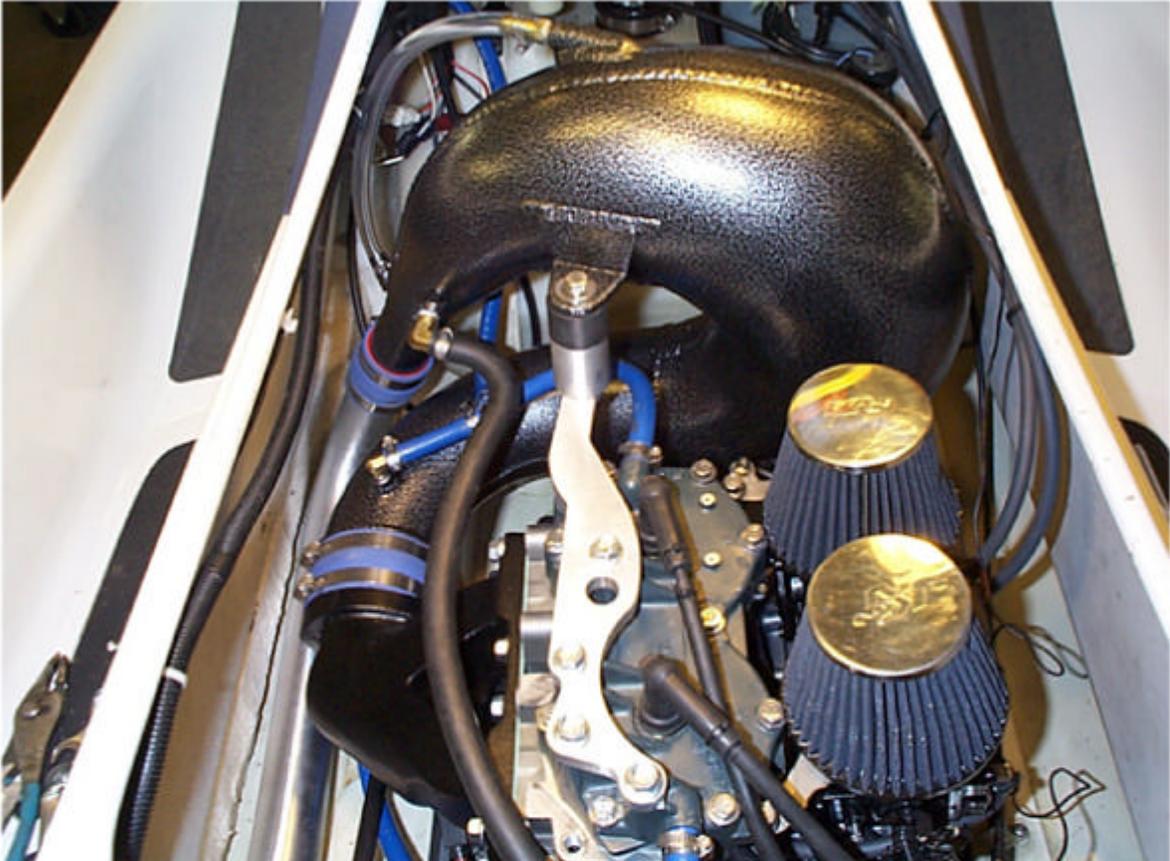
Fig. 4



Fig. 5



Fig. 6



Completed Pipe Installation