

INSTALLATION INSTRUCTIONS FOR THE U.M.I. RACING KAWASAKI SS/XI BILLET STEERING SYSTEM

NECESSARY TOOLS FOR INSTALLATION:

PHILLIPS SCREW DRIVER	RTV SILICONE
10 MM WRENCH	8 MM SOCKET
12 MM WRENCH	10 MM SOCKET
13 MM WRENCH	12 MM SOCKET
RATCHET	13 MM SOCKET
LARGE CRESCENT WRENCH	ANTI-SEIZE OR OIL
LARGE FLAT BLADE SCREW DRIVER	

STEPS:

1. REMOVE STOCK HANDLEBAR PAD FROM HANDLEBARS BY UNZIPPING THE RIGHT AND LEFT SIDE OF PAD. REMOVE THE TWO 6 MM BOLTS THAT SECURE THE FOAM TO THE STOCK STEERING HEAD.
2. REMOVE THROTTLE HOUSING (PHILLIPS SCREWS) AND START/STOP SWITCHES (8 MM BOLTS) FROM STOCK BARS. LOOSEN THE FOUR 13 MM HANDLEBAR CLAMP BOLTS THAT SECURE THE HANDLEBARS AND REMOVE.
3. **NOTE: THIS INSTRUCTION ONLY APPLIES TO THE 1993 750XI. REMOVE RUBBER PLUG FROM THE END OF THE STEERING NOZZLE TRIM KNOB WITH A SMALL FLAT SCREWDRIVER. REMOVE THE STEERING TRIM NOZZLE KNOB FROM COWLING.**
4. **COWLING REMOVAL:** REMOVE SEAT FROM SKI. REMOVE THE TWO 10MM BOLTS LOCATED DIRECTLY ABOVE WHERE THE FRONT OF THE SEAT SETS UNDER REAR OF THE COWLING ASSEMBLY. REMOVE THE TWO 10 MM BOLTS LOCATED DIRECTLY IN FRONT OF THE HANDLEBAR ASSEMBLY. NOTE: OWNERS OF 1994 750 XI WILL NEED TO UNPLUG THE WIRES FROM THE ELECTRIC TRIM GAUGE AND TACHOMETER BEFORE YOU REMOVE THE COWLING. REMOVE COWLING BY LIFTING UP ON THE REAR OF THE COWLING AND PULL TOWARD THE REAR OF THE BOAT, YOU WILL NOT BE ABLE TO REMOVE THE COWLING COMPLETELY UNTIL YOU REMOVE THE FUEL GAUGE ASSEMBLY FROM THE COWLING. DO THIS BY REMOVING THE TWO BOLTS THAT SECURE IT IN THE COWLING FROM THE UNDERSIDE OF THE COWLING.
5. DISCONNECT STEERING CABLE FROM STEERING ARM. DISCONNECT RETURN SPRING FROM STEERING ARM AT THE STEERING ARM. REMOVE THE AIR VENT TUBE FROM STOCK MOUNTING PLATE. RETAIN THE TUBE FOR USE IN THE NEW SYSTEM. YOU WILL NOT USE THE STOCK BOLTS FOR THE TUBE IN THE NEW UNIT.
6. LOCATE THE GROMMET WHERE THE ELECTRICAL WIRES GO DOWN INTO THE ENGINE COMPARTMENT. REMOVE THE TWO BOLTS THAT SECURE THE GROMMET HOLD DOWN BRACKET AND RETAIN FOR USE IN THE NEW UNIT. PUSH THE GROMMET OUT OF THE STEERING PLATE FROM THE BOTTOM. REMOVE THE WIRES FROM THE GROMMET.

7. FOLLOW THE WIRES FROM THE CONTROLS (START/STOP SWITCH, TRIM SWITCHES, FUEL/OIL GAUGE) DOWN THROUGH THE GROMMET HOLE AND DISCONNECT THESE WIRES AT THE CLOSEST JUNCTION TO ALLOW YOU TO REMOVE ALL THE UPPER ELECTRICAL CONTROLS. TAKE NOTE ON HOW THE WIRES ARE SECURED AND ROUTED SO YOU CAN REINSTALL THEM PROPERLY. SET THE ELECTRICAL CONTROLS ASIDE FOR LATER USE.
8. DISASSEMBLE THE THUMB THROTTLE HOUSING TO ALLOW YOU TO DISCONNECT THE THROTTLE CABLE FROM THE THROTTLE HOUSING.
9. REMOVE THE FOUR 12 MM BOLTS THAT SECURE THE STOCK STEERING HOUSING TO THE HULL, THIS WILL ALLOW YOU TO COMPLETELY REMOVE THE STEERING HOUSING FROM THE HULL. NOTE: THE STEERING SYSTEM IS ADHERED TO THE HULL WITH SILICONE. IT IS RECOMMENDED TO USE A 3 TO 4 INCH WIDE STRAIGHT EDGE (I.E. PUTTY KNIFE, PAINT SCRAPER) AND CAREFULLY PRY AROUND THE EDGES OF THE MOUNTING PLATE UNTIL IT IS SEPARATED FROM THE HULL.
10. REMOVE THE REAR AND FORWARD COWLING MOUNT FROM THE STOCK STEERING SYSTEM AND MOUNT TO THE NEW U.M.I. STEERING SYSTEM IN THE SAME LOCATION. REMOVE THE STEERING CABLE MOUNT BALL FROM THE STOCK STEERING ARM AND MOUNT IT TO THE NEW U.M.I. STEERING ARM ON THE SAME SIDE AS THE RETURN SPRING EYELET.
11. REMOVE ANY EXCESS SILICONE FROM THE HULL AROUND MOUNTING PLATE AREA.
12. YOU ARE NOW READY TO BEGIN TO INSTALL YOUR NEW U.M.I. STEERING SYSTEM. LOCATE THE BEARING HOUSING ASSEMBLY. PLACE A BEAD OF SILICONE ALL THE WAY AROUND THE OUTSIDE DIAMETER ON BOTTOM OF BEARING HOUSING MOUNTING PLATE AND MOUNTING BOLT HOLES. PLACE STEERING SYSTEM ONTO HULL AND SECURE WITH STOCK BOLTS. WIPE EXCESS SILICONE FROM EDGES OF PLATE AND HULL WITH DAMP CLOTH.
13. PLACE VENT TUBE INTO BEARING HOUSING/MOUNT PLATE AND SECURE WITH SUPPLIED BOLTS. LOCATE THROTTLE CABLE AND ROUTE **UP** THROUGH GROMMET HOLE. FEED ALL THE ELECTRICAL WIRES BACK **DOWN** THROUGH GROMMET HOLE AND RE-SECURE INTO THE STOCK POSITION. PLUG ALL WIRES BACK INTO THEIR APPROPRIATE CONNECTOR. NOTE: ALL THE WIRES ARE COLOR-CODED AND MUST BE REPLACED TO THEIR PROPER LOCATION.
14. LOCATE THE NEW STEERING HEAD ASSEMBLY AND INSTALL THE O-RING TO THE BOTTOM OF THE STEERING HEAD (APPLY MARINE QUALITY GREASE TO O-RING). PLACE STEERING HEAD INTO THE BEARING HOUSING. LOCATE THE STEERING ARM AND PLACE IT ONTO THE STEERING SHAFT WITH IT POINTING TOWARD THE RIGHT REAR OF SKI AT ABOUT 4 O'CLOCK WITH THE STEERING BALL FACING DOWN. APPLY A SMALL AMOUNT OF EITHER ANT-SEIZE OR OIL TO THE THREADS ON THE BOTTOM OF THE STEERING SHAFT. LOCATE THE FLAT WASHER AND THE NYLOCK NUT (SUPPLIED) AND INSTALL THEM ONTO THE SHAFT AND SECURE THE ARM. RECONNECT THE STEERING CABLE AND THE RETURN SPRING TO THE STEERING ARM (APPLY SMALL AMOUNT OF MARINE QUALITY GREASE TO STEERING CABLE BALL MOUNT). CHECK THE STEERING THROW TO MAKE SURE IT HAS FULL RIGHT AND LEFT TURN. ALSO BE SURE THE STEERING IS STOPPING ON THE STOPS AND NOT ON THE STEERING CABLE. IF NECESSARY, STEERING MAY BE ADJUSTED AT

- THE STEERING ARM AND STEERING NOZZLE. CHECK TO MAKE SURE THE STEERING NOZZLE IS STRAIGHT WHEN BARS ARE STRAIGHT.
15. REINSTALL THE GROMMET AROUND THE ELECTRICAL WIRES AND THE THROTTLE CABLE. PUSH THE GROMMET DOWN INTO THE BEARING HOUSING/MOUNT PLATE AND FASTEN THE GROMMET BRACKET WITH THE STOCK BOLTS. YOU MAY WANT TO PLACE A SMALL AMOUNT OF SILICONE AROUND THE GROMMET FOR A BETTER SEAL.
 16. REINSTALL THE COWLING BACK INTO ITS ORIGINAL LOCATION. NOTE: AT THIS TIME OWNERS OF 1994 750 XI WILL NEED TO RECONNECT THE WIRE FOR THEIR GAUGES IN THE COWLING. REINSTALL FUEL GAUGE/OIL GAUGE BACK INTO COWLING.
 17. NOTE: OWNERS OF 1993 XI NEED TO REINSTALL MANUAL TRIM KNOB BACK ONTO THE COWLING AT THIS POINT.
 18. INSTALL HANDLEBARS, THROTTLE ASSEMBLY, AND START/STOP SWITCH ASSEMBLY.
 19. RIDE SAFELY AND RESPONSIBLY.

THANK YOU FOR CHOOSING U.M.I. RACING PRODUCTS.