

INSTALLATION INSTRUCTIONS FOR U.M.I. RACING KAWASAKI 750/900 ZXI

IT IS VERY IMPORTANT TO READ THESE INSTRUCTIONS THOROUGHLY PRIOR TO INSTALLATION

Tools required: ratchet, extension, 10 & 12 mm socket, 10 & 12 mm wrenches,
Phillips and flat blade screwdriver, metal putty knife, rubber mallet

REMOVAL-

1. Unzip pad cover, remove the two 10mm bolts and remove pad.
2. Remove start/stop switch and throttle housing using a Phillips screwdriver. Remove cable from throttle housing.
3. Remove handlebars using 12mm socket.
4. Disconnect choke cable at the carburetor by loosening Phillips screw on the choke actuation arm. Remove choke cable from the mounting bracket by loosening the two 14mm jam nuts. Be careful not to let hardware slide off the end of the cable.

COWLING REMOVAL-

1. Open dash compartment and carefully remove foam liner. Using a 10mm socket and extension, remove the two 10mm bolts. Open the forward storage compartment and remove the two 10mm nuts that fasten the front of the cowling.
2. Carefully lift cowling only enough to access the rubber boot that is fastened to the base plate with a hose clamp. Loosen hose clamp and slide boot back to allow access to the wire connectors. Unplug the wire connectors by lifting the detent clip. (Wires are color-coded.)
3. Loosen the two 10mm bolts holding the rubber grommet down to the base plate and remove grommet.
4. Remove fuel petcock cables from the underside of the cowling. Pay very close attention to how the cables mount to this assembly. It is recommended that they be marked prior to removing.
5. Guide choke cable out of the hull while removing cowling.

STEERING SYSTEM REMOVAL-

1. Remove steering cable and return spring from the steering arm.
2. Remove the four 12mm bolts that secure the base plate to the hull. The base plate is glued down with silicone and needs to be broken free from the hull with a putty knife and a mallet. Carefully wedge putty knife around the edges of the base plate until it breaks free.
3. Once the base plate is free, push the rubber grommet with the wire connectors into the hull and remove base plate.

INSTALLATION OF U.M.I. RACING STEERING SYSTEM-

1. Locate U.M.I. base plate and guide fuel petcock cables, throttle cable and fuel vent hose up through the forward grommet hole.
2. Apply a bead of silicone to the bottom of the base plate and mount it to the hull with four 12mm bolts.
3. Feed the wire connectors through the base plate and from the inside of the hull, re-mount the rubber grommet housing the wire connectors.
4. Lay the cowling into place and feed choke cable down through the forward grommet hole in base plate. Reconnect the wire connectors. (Wires are color-coded.) Inside the rubber boot and fasten to the base plate with the hose clamp.
5. Re-mount the fuel on/off cables to the mounting bracket on the underside of the cowling. Check to be sure that there is full travel of the fuel valve, and you can feel the valve detent into position.
6. Replace slotted rubber grommet around the cables, mount with the bracket and two 10mm bolts. Be sure to place a bead of silicone around the cables and the grommet.
7. With the cowling in place locate the U.M.I. seat bracket. Place the seat bracket between the cowling and base plate. Line up the rear two mounting holes (in the dash compartment) with the holes in the seat bracket and the base plate. Mount the cowling and seat bracket to the base plate with the two long 10mm bolts. Replace the foam pad. Fasten the front of the cowling with the remaining two 10mm bolts at the front.
8. Re-install choke cable. (See step #4 on removal.)
9. Locate U.M.I. steering head and install o-ring. Apply a small amount of marine grease to the o-ring and to the top surface of the bearing and slide the head into the bearing housing.
10. Remove the steering cable ball from the stock steering arm and re-install it on the U.M.I. arm opposite the beveled side. Apply loctite to the threads of ball. You can choose from two different steering ratios; inside hole stock ratio and outside hole is a quicker steering ratio.
11. Using the large stainless steel washer and nyloc nut supplied, fasten steering arm to the steering shaft. With the steering head turned full left, the steering arm should face the rear of the hull. Be sure the beveled side of the arm is facing away from the steering shaft.
12. Re-attach the return spring to the eye bolt on the steering arm.
13. Re-mount the handlebars, throttle housing, throttle cable and start/stop switches. If not using the stock bars it is necessary to file the round plastic tab off of the inside of the switch housing prior to installing.
14. Check to see that full left and full right steering is stopping on the bearing housing stops and not due to cable extension or compression.
15. Center the handlebars and check to see that the steering nozzle on the pump is also centered. If an adjustment is necessary it can be done by adjusting the brass fittings on both ends of the steering cable.
16. Carefully inspect that all of the steering components are securely fastened.
17. Check under the cowling to make sure that the cables and vent hole will not interfere with the movement of the steering arm.

INSTALLATION IS COMPLETE.

In order to keep your U.M.I. steering system looking like new we have enclosed a packet of Maas polish. Only a small amount is needed to remove water spots and restore your steering systems original polished luster. If you wish to order more Maas cleaner/polish, it may be ordered from us in larger tubes for \$4.95.

**THANK YOU FOR CHOOSING U.M.I. RACING PRODUCTS, IF YOU HAVE ANY QUESTIONS
PLEASE CALL US AT 800.275.1615**