

Installation instructions for the U.M.I. “Top-Stop” steering system for Yamaha Waveblaster

Necessary tools:

Phillips screwdriver (medium)

Needle nose pliers (small)

10mm & 12mm socket/ratchet

10mm open-end wrench

6mm allen wrench

Electric drill

¾” hole saw or equivalent drill bit

***Note: If you do not have a large enough drill bit or hole saw, drill the largest hole you can and enlarge it to the proper diameter with a rat tail (round) file.**

Loctite thread locker (blue)

Silicone sealer (clear)

Light marine quality grease

WD-40 or spray lubricant, motor oil

1. Disconnect battery. Remove the yellow pad cover by removing the 8 phillips head screws. Save the hardware, as the pad can be fitted at the end of the installation, if desired. Remove the start/stop and throttle lever. Use a small pair of needle nose pliers and carefully unclip throttle snap ring.
2. Unbolt the handlebars with 12mm socket/ratchet and set them aside. You may wish to swap handlebars, your U.M.I. steering head is designed to accept various types of bar configurations. U.M.I. Racing also manufactures handlebars specifically designed for the “Waveblaster”. Please call for more information.
3. With the hood in the upright position, disconnect the 2 start/stop wire connectors located just above the left front area of the fuel tank. Carefully pull the wires upward through the steering shaft and set the switch assembly aside. Next pull the throttle cable down through the steering shaft.
4. Remove the large black cowling piece by removing the eight 10mm bolts that secure it. **Note: There are 3 bolts that run parallel in a row, do not remove these. Remove only the other eight 10mm bolts.**
5. Disconnect the steering cable from the pivot ball joint on steering arm and unbolt the entire steering assembly. *Note the direction the steering arm is facing prior to disassembly.* The upper area has six 10mm bolts and nuts. Remove the two 12mm bolts from the steel crossmember that fasten the lower clamp and pull the entire steering head, shaft and arm up through the top opening. **Note: Save the two 12mm bolts and lower clamp because they will be used later.**
6. Using the template (supplied) align, mark, and drill a ¾” hole in the top of the hood. This hole is for the rubber grommet (supplied) that is used to relocate your start/stop cables and throttle cable.

7. Using the top flange portion of the new steering system as a template you will see that the main bore hole needs to be enlarged slightly in order to fit the new steering system body. This can be done with a rat tail (round) file. Check for proper clearance (hole diameter) with the new steering body. Install the main body up through the hood and secure to the upper flange with the six (supplied) 6mm flathead allen screws. Apply a small amount of silicone sealer to the screws and to the mounting surface or the upper flange. Find the lower clamp and two 12mm bolts that were removed previously in step 5. Reinstall on the new lower body and fasten to the steel crossmember using loctite (blue) on the bolt threads. Tighten the top flange bolts first then tighten lower clamp bolts.
8. Install O-Ring into the O-Ring groove on the steering head just above the steering shaft. Apply a small amount of marine quality grease on the O-Ring and steering shaft. Carefully slide the steering shaft into the main body. The shaft will slide into the main body with very little pressure, do not use a hammer or any other barbaric manner. Once the steering head and shaft are in place, you are ready to install the billet steering arm.
9. Place steering arm on shaft with the small (.020 inch) step facing up (toward bearing housing). Be sure arm is facing the same direction that the stock arm was. Lubricate the threads on the steering shaft with oil (i.e. motor oil). This is a very important step prior to installing the lock nut. Install washer, crown nut and cotter pin. Tighten the crown nut just enough that it is snug and the pin hole is lined up, allowing you to install the cotter pin. Remove the cable pivot ball from the stock steering arm and reinstall it on the new arm using loctite (blue) on the threads. Apply a small amount of grease on the cable end ball stop and secure to pivot ball. **Note: Your new steering arm comes with two locations to mount the cable pivot ball.** Installing the pivot ball on the furthest (outward) location will give a quicker turning response (ratio). The inboard hole will give you the stock turning ratio. After choosing the pivot ball location, hook up the steering cable and see that there is enough cable length (i.e. full left and right steering is stopping on the top steering stops not on steering cable.)
10. Re-install the large black hood cover. Be sure to apply loctite (blue) on the threads of all the bolts. Once the hood piece is secured, replace the handlebars and bar clamps. Apply loctite to the bar clamp bolts.
11. Feed the start/stop wires and throttle cable through the new grommet hole. A little WD-40 or spray lube helps out greatly. Re-connect the wires to their proper color sequence. Re-assemble the throttle and start/stop switch components. Be sure that the throttle is adjusted properly from close to full open. Installation is complete. Thank you very much for choosing U.M.I. Racing products.
If you have any questions please call for technical support 800.275.1615 or 480.951.9029.

Please always ride smart and safely.