

**INSTALLATION INSTRUCTIONS FOR THE U.M.I. YAMAHA WAVERUNNER  
GP 1200/760 AND BLASTER II STEERING SYSTEM**

**NECESSARY TOOLS FOR INSTALLATION:**

10 MM WRENCH	12 MM SOCKET
12 MM WRENCH	13 MM SOCKET
13 MM WRENCH	RATCHET
14 MM WRENCH	ONE LONG RATCHET EXTENSION
17 MM WRENCH	¾ INCH DRILL BIT
PHILLIPS SCREW DRIVER	SILICONE
10 MM SOCKET	MEDIUM FILE OR DIE-GRINDER

**STEPS:**

1. REMOVE HANDLEBAR PAD COVER BY UNSCREWING PHILLIPS SCREWS FROM PAD.
2. REMOVE THROTTLE CABLE FROM THROTTLE HOUSING.
3. LOOSEN BOLTS ON HANDLE BAR CLAMPS WITH 12 MM WRENCH AND REMOVE CLAMPS. LET BARS SET ON HOOD.
4. REMOVE WHITE PLASTIC WRAP FROM THE CABLES AND WIRES COMING THROUGH STOCK STEERING SYSTEM INSIDE THE HULL.
5. PULL THROTTLE CABLE DOWN THROUGH CENTER OF STEERING SYSTEM AND LET IT LAY IN THE HULL.
6. LOCATE STOP/START SWITCH WIRES (BROWN/RED AND WHITE/BLACK), AND THE OVERHEAT BUZZER WIRES (RED AND BLACK) DISCONNECT THESE WIRES AT THEIR JUNCTION PLUGS (WHITE AND BLACK) ABOVE FUEL TANK.
7. PULL WIRES, RED/BROWN, BLACK/WHITE AND RED/WHITE THROUGH STEERING SYSTEM TO THE OUTSIDE OF HULL.
8. DISCONNECT STEERING CABLE AT STEERING ARM. REMOVE STEERING BALL CONNECTOR ON THE STEERING ARM AND SET ASIDE. YOU WILL USE THIS BALL ON THE NEW U.M.I. UNIT.
9. REMOVE THE STEERING CABLE MOUNT FROM LOWER HULL CROSS BAR SUPPORT. SET BOLTS AND BRACKET ASIDE FOR LATER USE ON NEW U.M.I. UNIT.
10. REMOVE THE STEERING SHAFT HOLD-DOWN BRACKET FROM UPPER HULL CROSS BAR SUPPORT. SET BRACKET AND BOLTS ASIDE FOR LATER USE ON NEW U.M.I. UNIT. NOTE: YOU WILL NOT NEED THE BUSHINGS FROM THIS BRACKET ON THE NEW UNIT.
11. REMOVE THE FOUR BOLTS THAT HOLD DOWN THE STOCK STEERING UNIT. PULL STEERING UNIT UP THROUGH THE HULL AND DISCARD.

12. YOU ARE NOW READY TO BEGIN TO INSTALL NEW U.M.I. BEARING HOUSING. NOTE: HOLE IN THE HULL NEEDS TO BE ENLARGED SLIGHTLY TO ACCEPT NEW BEARING HOUSING. LAY THE DASH PLATE ON TOP OF HOOD TO USE AS A TEMPLATE TO DETERMINE THE HOLE DIAMETER NEEDED. ENLARGE HOLE USING A FILE OR DIE GRINDER. REMOVE NEW UNIT FROM PACKAGING AND SEPARATE THE STEERING HEAD AND SHAFT FROM LOWER BEARING HOUSING SECTION. INSTALL BEARING HOUSING THROUGH BOTTOM OF HULL ORINETATE BEARING HOUSING TO SIT FLAT AGAINST BOTTOM SURFACE OF HULL. USE THE FOUR FLAT HEAD BOLTS (SUPPLIED) TO SECURE BEARING HOUSING AND DASH PLATE TO HULL.
13. LOCATE THE STEERING SHAFT HOLD-DOWN BRACKET FROM STEP 10 AROUND STEERING MOD AND INSTALL TO UPPER HULL CROSS BAR SUPPORT WITH STOCK BOLTS.
14. DRILL A ¾ INCH HOLE DIRECTLY NEXT TO THE STEERING SYSTEM ON THE THROTTLE SIDE TO ACCEPT GROMMET FOR THE THROTTLE CABLE AND STOP START SWITCH WIRES TO GO THROUGH HOOD. NOTE: INSTALLATION OOF GROMMET WILL BE EASIER IF YOU CUT A SLOT IN GROMMET TO PASS THE CABLE AND WIRES THROUGH.
15. PASS THROTTLE CABLE UP FROM ENGINE COMPARTMENT THROUGH HULL, PASS START/STOP SWITCH WIRES DOWN THROUGH HULL INTO ENGINE COMPARTMENT. PUT GROMMET AROUND CABLE AND WIRES AND FIT INTO HOOD. SEAL AROUND CABLE AND WIRES WITH A SMALL AMOUNT OF SILICONE.
16. TAKE STEERING HEAD/SHAFT ASSEMBLY AND PLACE O-RING FROM HARDWARE PACKET ON STEERING HEAD. PLACE A SMALL AMOUNT OF GREASE ON O-RING. SLIDE STEERING SHAFT/HEAD DOWN THROUGH BEARING HOUSING. AT THIS TIME YOU CAN INSTALL THE HANDLEBARS TO THE STEERING HEAD. RECONNECT THROTTLE CABLE TO FINGER THROTTLE ASSEMBLY.
17. SLIDE NEW STEERING ARM ONTO THE STEERING SHAFT WITH BEVELED EDGE OUT (UPWARD). INSTALL WASHER AND NYLOCK NUT (17 MM) BELOW STEERING ARM ON STEERING SHAFT.
18. REINSTALL STEERING CABLE AND CABLE HOLD DOWN BRACKET. REINSTALLL STEERING CABLE ON STEERING ARM MAKING SURE STEERING IS STRAIGHT AND TRUE. IF STEERING IS OUT OF LINE ADJUST CABLE END AT STEERING ARM AND PUMP NOZZLE. BE SURE THAT WITH FULL LEFT AND RIGHT TURNING THAT STEERING SYSTEM IS STOPPING ON THE STOPS AND NOT DUE TO OVER-EXTENSION OR COMPRESSION OF STEERING CABLES.
19. RECONNECT WIRES FOR THE START/STOP SWITCHES AND OVERHEAT SENSOR. REINSTALL WHITE PLASTIC WRAP AROUND THE CABLES AND WIRES. MAKE SURE NO CABLES OR WIRES ARE INTERFERING WITH MOVEMENT OF STEERING ARM OR CABLE.

20. GO THROUGH ALL PROCEDURES AGAIN AND MAKE SURE EVERYTHING IS SECURE AND TIGHT.
21. TO ALLOW FOR MAXIMUM STEERING THROW YOU WILL NEED TO GRIND ON EITHER SIDE OF THE STEERING NOZZLE WHERE IT MAKES CONTACT WITH THE COMPRESSION NOZZLE DURING FULL LEFT OR RIGHT TURN. IT IS **IMPORTANT** THAT THIS PROCEDURE BE DONE OR YOU WILL NOT BENEFIT FROM THE INCREASED STEERING RATIO.
22. RIDE SAFELY AND RESPONSIBLY.

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