

FREQUENTLY ASKED QUESTIONS
SEA-DOO 785 SPEC I & II (All years / Models)

Q. My engine revs up to about 6800 rpm and won't go any higher unless I unload the pump.

A. The pipe is hanging up at the ECWI shutoff point because too much water is being injected. **1.** Check that the regulator on the waterbox is set correctly as per the instructions (1/2 – 1 turn out from closed). **2.** Change the jet (normally #120) in the hex fitting between the filter assembly and solenoid to a #90-100 Mikuni main jet. **3.** The base of the regulator is bad and is leaking. Disassemble regulator, epoxy base and reassemble (fax pictures available).

Q. What the difference between the Spec I and Spec II?

A. The Spec I systems use a smaller volume headpipe and the stock exhaust manifold and it does not include ECWI. The Spec II includes a high volume manifold and headpipe and the ECWI system. The Spec I is best suited for larger boats (three seaters) with little engine modifications. The Spec II is best suited for boats with more engine modifications or race setups but it can also be used on a stock engine as well.

Q. There are two wires to connect from the rev limiter/ECWI module to the solenoid valve, does it matter which way they connect?

A. No, the wires are not polarity sensitive and can be connected either way.

Q. Are any other modifications required to make the pipe work?

A. No. However we do highly suggest using aftermarket flame arrestors instead of the stock airbox.

Q. Which direction does the ECWI filter assembly go?

A. The filter is not directional (it only filters water exiting the side of the block) so it can go either way.

Q. The instructions say that if you have a modified setup you should use a different injection point on the headpipe, which one do I use?

A. There are 3 positions available on the headpipe to inject the permanent water from the regulator (do not use the ECWI injection point on the headpipe flange where it bolts to the manifold). The pipes come with the sprayer installed opposite the FP logo and the other two positions are plugged. Try all three positions to see which works best for your setup.

Q. There is a 1" shorter chamber available for the Spec pipes, what does this do?

A. The shorter chamber will turn more rpm if your engine and prop are capable of it. In some cases you may have slightly less bottom and midrange power with the short chamber.