

## **FREQUENTLY ASKED QUESTIONS YAMAHA 701 SUPERJET LIM/MOD (FIN701SJ01/02)**

**Q. Where should I set my headpipe screws for the best performance?**

A. The 701 Superjet should give the best performance with the bottom screw open 1/2 - 3/4 turn and the other two closed. Feel free to experiment with the screws for your particular application. You may use any combination of the three screws as long as one screw remains 1/2 turn open. **DO NOT COMPLETELY CLOSE ALL THREE SCREWS.**

**Q. After installing the pipe I do not notice a big difference in the performance of my watercraft.**

A. There are several items to check for lack of performance: **1.** Double check all hoses, clamps & bolts used in the installation and look for signs of any exhaust or water leaks. **2.** Make sure the proper carb adjustments have been made as per the instructions. Remember, because of the number of variables involved, these carb settings are only a starting point. Your particular craft may require different settings for optimum performance. **3.** Check the pipe temperature. Too much water being injected will cause a lack of performance. Run the craft hard for a few minutes and remove the engine cover as quick as possible. Drip some water on the chamber body after the blue 4" coupler. The water should slightly sizzle for best performance. If not, close the injection screw 1/8 turn and retest. If the water instantly steams hard, open the screw 1/4 turn and retest.

**Q. My headpipe screws are stuck and will not turn.**

A. The screws are lubricated prior to shipping and, as per the instructions, must be relubricated on a regular basis as part of your watercraft maintenance. You can try using penetrating oil and/or slightly heating the headpipe to remove the screw.

**Q. Are the FX1 & 701 Superjet pipes the same?**

A. No, the chambers are fitted and tuned for each application. Running the wrong pipe may result in a poor fit and or poor performance.

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

A. No, the only modification we highly recommend is aftermarket flame arrestors but they are not required.

**Q. Can you run the modified Superjet chamber on a stock cylinder (non-ported)?**

A. The modified chamber is 1-1/2" shorter than the limited chamber. Running it on a stock cylinder will most likely provide better top end but will sacrifice some performance in the bottom & mid-range. Separate chambers are available from Factory Pipe if you would like to experiment with this application.