

***** FOR COMPETITION USE ONLY per US EPA Regulations *****

Factory Pipe
Bill of Materials
750 SXi Dry Pipe

<u>Item#</u>	<u>Qty.</u>	<u>Part Number</u>	<u>Part Description</u>
1	1	COMCST0420	Kawasaki dry manifold (contains 1a-1b)
1a	1	COMFTG0045	1/4" NPT x 1/2" 90 Degree fitting
1b	1	COMFTG0090	1/8" NPT Pipe plug
2	1	COMASM0837	750 SXi Dry chamber assembly (items 2a – 2g)
2a	1	COMCH75005	750 SXi Dry chamber only
2b	2	COMFTG0045	1/4" NPT x 1/2" 90 Degree fitting
2c	1	COMFTG0030	1/8" NPT x 3/8" 90 Degree hose fitting
2d	1	COMHOS0024	3/8" x 18" Waterline clear
2e	2	COMCLP0007	#04 SS hose clamp
2f	1	COMGAS0340	334 Buna N o-ring
2g	1	COMGAS0330	341 Buna N o-ring
3	1	COMST75004	750 SXi Dry stinger
-	1	COMASM0836	750 Sxi Dry hardware kit (items 4-26)
4	1	COMBRK0216	750 SXi Dry cylinder bracket, SST
5	3	COMMNT0052	#J-11729-190 Lord mount
6	2	COMFAS0007	6mm Ext tooth washer SS
7	2	COMFAS0006	6mm x 1.0 x 16mm SS Hex head bolt
8	1	COMBRK0100	750 XIR/SXi Dry L bracket
9	6	COMFAS0026	8mm x 1.25 x 40mm Socket head bolt
10	6	COMFAS0036	8mm Flat washer SS
11	3	COMFAS0095	3/8"-16 Nylock nut SS
12	4	COMFAS0086	3/8" Flat washer w/1" OD SS
13	1	COMFTG0115	Side squirter (1/2" hose)
14	1	COMGAS0235	337 Buna N o-ring
15	3	COMFAS0100	3/8-16 x 3/4" Hex head bolt SS
16	3	COMFAS0070	3/8" Ext. tooth washer SS
17	2	COMCLP0020	#32 SS hose clamp (2")
18	1	COMHOS0082	2" Silicone coupler (3")
19	1	COMFTG0045	1/4" NPT x 1/2" 90 Degree fitting
20	1	COMTOL0002	6mm Allen wrench (long ball end)
21	1	COMHOS00693	1/2" x 31" Waterline
22	2	COMHOS00690	1/2" x 3-1/2" Waterline
23	5	COMCLP0012	SS hose clamp (1/2")
24	1	COMHOS00692	1/2" x 12" Waterline
25	1	COMHOS0701	3-3/4" x 2" Silicone sleeve
26	1	COMBRK0217	Drain bracket, bent SST

< **CHECK CONTENTS AGAINST BILL OF MATERIALS. REPORT ANY SHORTAGES WHERE YOU PURCHASED YOUR FACTORY PIPE, SAVE THIS PARTS LIST FOR FUTURE ORDERS ON REPLACEMENT PARTS.**

< **READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING INSTALLATION.**

< **CARBURETOR ADJUSTMENTS MUST BE DONE PRIOR TO RUNNING THE ENGINE WITH THIS EXHAUST SYSTEM.**

< **TIMING ADVANCE PLATES AND IGNITION ENHANCERS ARE NOT RECOMMENDED WITH THIS EXHAUST SYSTEM ON STOCK/LIMITED ENGINES RUNNING PUMP GAS.**

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Instructions
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Note: For installation on the SXi you will need to remove the left rear ventilation tube and air box from the inside of your hood. On the SXi Pro the front tube and part of the airbox will need to be cut off also (See Fig. 5). This is a legal modification for limited class racing.

Disconnect the battery cables. Remove the stock exhaust system. Remove the stock inlet waterline and the six studs in the cylinder. (If you are going to replace your stock waterbox do so now), if not, do not remove it. Replace the stock Kawasaki side squirter with the aluminum side squirter (item #13) and attach the 1/2"x 31" waterline and secure with a 1/2" hose clamp (item #21, 23) the other end will be attached later.

Slip the stinger tube (item #3) into the stock hose on the waterbox and lightly tighten hose clamp (See Fig.3). Route the stinger under the oil injection line if still being used. Slip the 2" silicone coupler with two #32 hose clamps all the way over the end of the stinger.

Thoroughly clean all gasket sealant from cylinder and steel gaskets, apply sealant to the exhaust manifold gaskets and install on the cylinders using two of the 8mm x 40mm socket head bolts and 8mm flat washers (items #9, 10), use Loctite 242 and thread these bolts in about one-third into the bottom two inside bolt holes.

Note: If you are using ECWI with this system remove the 1/8" NPT pipe plug from the manifold and install the 1/8" NPT x 1/4" spray bar per the included ECWI instructions and follow the instructions in the next paragraph.

Attach one of the 1/2" x 3-1/2" waterlines (item #22) to the barbed fitting of the Factory Pipe dry exhaust manifold (item #1) and secure with a 1/2" hose clamp (item #23). Attach the second 1/2"x 3-1/2" waterline to the pump inlet tube and install the filter-solenoid assy. (item #1 of the ECWI Kit) on this line and secure with 1/2" hose clamps. (See Fig.1)

Slip the manifold onto the bolts on the cylinder, align the gaskets and secure with the four remaining 8mm x 40mm bolts and washers (item #9, 10). Use Loctite 242 and torque to 20 ft.-lb. where applicable. Tighten the bottom bolts using the supplied 6mm ball end allen wrench (item #20). Attach the filter-solenoid to the waterline on the manifold and secure with a 1/2" hose clamp (item #23).

Install the front cylinder bracket (item #4) using the two original bolts, use Loctite 242 and torque to 18 ft.-lbs. Then install two of the #190 Lord mounts onto the top holes on the bracket using two 3/8" nylock nuts (item #5, 11) (See Fig.2)

Note: Never use Loctite on rubber mounts.

Install the front case bracket onto the mounting area on the front engine case using the two 6mm x16mm SS bolts and star lock washers (items #6, 7), use Loctite 242 and torque to 7 ft.-lbs. (See Fig. 2)

Attach the remaining Lord mount to the 1-1/2 wide flat bar brace on the chamber body using a 3/8" nylock nut and washer (item #5, 11, 12).

Note: On 1995 & newer models you will have to rotate the stock airbox (lid & base) 180 degrees and remove the two rubber "trumpets". On SXi Pro models some styrofoam will need to be removed on the right side for chamber clearance.

Slide the 3-3/4" x 2" silicone sleeve (item #25) over the coupler end of the chamber and leave loose. Smear Vaseline or grease on the manifold coupler, chamber o-rings and on the #337 o-ring (item #14) then install this o-ring into the bottom groove on the coupler end of the chamber. Slip the chamber onto the manifold and push. The o-rings will snap into the grooves on the manifold when seated properly. **The chamber and manifold will not come completely together by design.** Once the chamber and manifold are seated slide the 3-3/4" x 2" silicone sleeve (item #25) over the connection to seal the gap.

Rotate the chamber over the Lord mounts and secure with two of the 3/8" x 3/4" bolts, 3/8 flat washers, and 3/8 ext. tooth washers (item #12, 15, 16). Secure the lower Lord mount on the front case with the remaining 3/8" bolt, 3/8" flat, and ext. tooth washers (item #12, 15, 16). (See Fig.4)

Slip the 2" silicone coupler (item #18) onto the chamber stinger end and secure the clamps on the coupler and waterbox hose.

Attach the end of the 1/2"x 31" waterline (item #21) to the fitting on the end of the chamber, secure with a 1/2" hose clamp (item #23), attach the 1/2"x 12" waterline (item #24) to the 1/2" fitting on the front the chamber. Remove the stock fitting in the cylinder head and drill the head out to 7/16" and then tap the hole with 1/4" NPT tap, install the 1/4" NPT x 1/2" 90 degree fitting (item #19) and attach the end of the 1/2" x 12" waterline (item #24) to this fitting and secure with a 1/2" hose clamp (item #23). Double check all hardware and clamps.

Note: If the you want to retain the stock heat sensor you will need to drill a second boss on the cylinder head with an 11/32" drill bit and then tap with an 1/8"NPT tap. Install a 1/8" NPT x 1/4" barbed fitting in the cylinder head and attach the heat sensor waterline. Drain into existing waterline with a "T" or install additional side squirter.

Carburetor adjustments:

Your specific adjustments may vary depending on engine modifications, fuel, altitude and other variables. Please consult a qualified technician if you are not familiar with tuning your carburetors. No jetting recommendations are given for a limited/superstock application as we cannot anticipate all the possible combinations and setups.

1995 750SXi

Main jet : 135 front, 132.5 rear

Pilot Jet : Stock

High speed screw : 1/2 turn out from closed

Low speed screw : Stock

Needle: Stock

Spring: Stock (cut spring to lower to 18-20 psi)

Notes: Stock compression and timing

1996-2000 750SXi & SXi Pro

Main Jet : 172.5 front, 170 rear

Pilot Jet : Stock

High speed screw : 2 turns out from closed

Low speed screw : Stock

Needle & Seat : Stock

Spring : 65 gram spring

Notes: Stock compression and timing



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

Factory Pipe
Bill of Materials
750SXi ECWI Kit

<u>Item#</u>	<u>Qty.</u>	<u>Part#</u>	<u>Part Description</u>
1	1	COMASM0152	Universal ECWI Filter-Solenoid Assy (Includes 1a-1k)
1a	1	COMHOS0175	1/4" x 36" Silicone waterline
1b	1	COMCLP0007	#04 SS hose clamp (1/4")
1c	1	COMFTG0010	1/8" NPT x 1/4" Hose fitting
1d	1	COMFTG0045	1/8" NPT Pipe nipple with 5mm
1e	1	COMFTG0090	1/8" NPT Pipe plug
1f	1	COMFTG0006	1/8" NPT 12VDC N/C Solenoid valve
1g	1	COMCRB0130	#120 Mikuni main jet
1h	1	COMASM0145	Universal filter block assembly
2	1	COMFTG0015	1/8" NPT x 1/4" Fitting with sprayer
3	1	COMIGN0008	Programmable universal water control
4	3	COMCLP0012	SS hose clamp (1/2")

IMPORTANT NOTES:

- 1. Always run resistor type spark plugs to reduce the RF (radio frequency) interference to the Programmable Water Controller. Interference may cause the switch to turn the solenoid on/off at the incorrect rpm setting.**
- 2. Be sure the spray nozzle is pointed in the direction of the exhaust flow. Do not point the spray nozzle toward the pistons.**

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Install the 1/8"npt x 1/4" fitting w/sprayer (item #2) into the manifold using Teflon tape or pipe thread sealant. You will notice that the sprayer slot is cut on an angle. This is the direction the water sprays into the exhaust passage.

Note: the sprayer must point into the chamber assembly with the flow of exhaust. Do not point the sprayer towards the pistons.

Tighten the sprayer into the manifold until the slot is pointing in the correct direction and the sprayer is secure.

Attach the filter-solenoid assembly (item #1) to the 1/2" cooling line between the pump and to the manifold, secure with 1/2" hose clamps (item #4). Note: The filter is not directional so it can be positioned either way.

Attach the 1/4"x 36" silicone hose from the filter-solenoid assembly to the sprayer fitting in the manifold. Secure with a #4 hose clamp. Double check that all clamps have been secured.

Install the programmable water controller (item #3) on top of the battery under the battery straps. Wire the controller per the included instructions. Double check all connections. Secure all wires so that they are clear of any potential damage from heat or moving parts in the engine compartment.

Suggested ECWI map for a stock engine as follows:

Switch #1: On Water full on @3500rpm

Switch #2: Off Begin tapering water off

Switch #3: On - @5500rpm

Switch #4: On Water full off +1000rpm

Switch #5: Off (Fully off @6500rpm)

Switch #6: Off 2 Cylinder select

If you are running more compression or a Limited /Superstock race setup, you will need to try a different map or different size jet (located in the brass nipple between the solenoid and filter block) for optimum performance.