Freestyle

Topic: Superjet nozzle trim (how its done)

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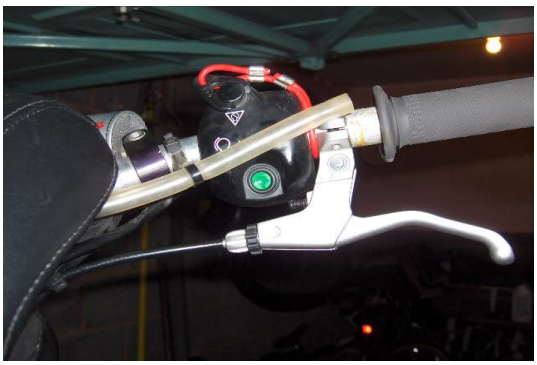
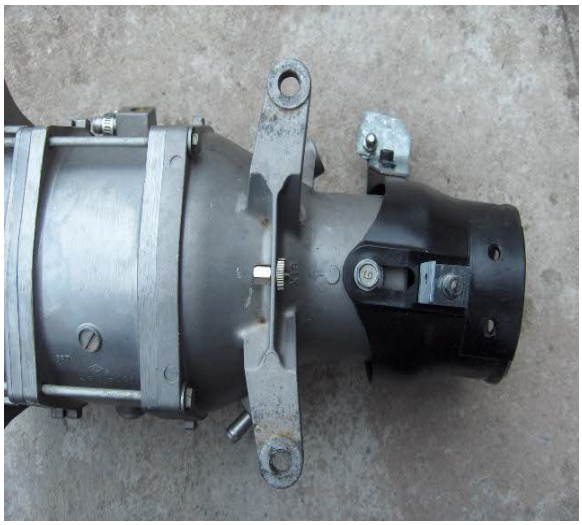
Most people will only need the pics but i will give a blow by blow account after the pics.

What did i use , 1 mountain bike brake handle, 4.m of motor bike cluch cable , 2.5m of 12.5mm semi flexable plastic pipe, a cycle brake adjuster , 1.5m of 10mm alloy tube , an electric connecter block.





OK so you have the pics. Next " the idiots guide ".

Remove the electric box and pump housing. Remove the sticker over the foam inlet hole on the carb side of the engine bay. Using a screw driver remove some of the foam behind the bulkhead. Drill a 13mm hole thru the hull above the pumphousing on the right hand side.

Using 1.5m of 10mm alloy pipe (with a slight bend in it) , push it thru the hole in the hull and up to the back of the bulkhead. With a bit of pushing and luck you eventually come out of the foam inlet hole. When you have done this the rest is easy. Push your 2.5m of 12mm plastic pipe onto the engine bay side of the alloy pipe. Push the plastic pipe back untill it comes out above the pump housing and leave it protuding by 10mm. Using a bit of old car number plate with a 13mm hole in it push it along the plastic pipe and seal it to the engine bulkhead then seal the plastic pipe to the number plate ,and seal the plastic pipe to the hull above the pump housing. Lay the rest of the pipe in the hull following the steering cable and cut it so that it ends below the pole.

Insert the 4m of motor bike cluch cable down the pole , thru the rubber seal at the bottom and then into the plastic pipe , keep feeding it in untill it apears above the pumphousing.

Remove the plastic nozzle off the cast pump housing and elongate the hole in the top into a slot. You need to chamfer the bottom hole to allow the nozzle to pivot. There are metal ferrules that fit over the bolts that hold the nozzle in place , the top ferrule needs to be extended 3mm in length (i used some of the alloy pipe) so that it doesn't foul the nozzle as it lifts. Check the diameter of your brake adjuster and drill a slightly larger hole in the flange on the top of the pump housing, and fit your brake adjuster into this.

I filed the metal " turrets" on the pump housing to allow more tilt , this caused a problem as the nozzle retaining bolts pulled the thread out of the pump housing and i ended up replacing them with dome head " roofing bolts" and " nyloc" nuts (homebase).

I next cut off the arm off the steering nozzle and replaced it with a piece of metal bolted to the side , I moved the Sphere headed bolt closer to the

nozzle center line to get more thro (it moved forwards as well). You can now start to carve the sides of the nozzle away to get more movement. It took several attempts to get it right (the last few attempts were with housing reinstalled into the ski.

Re-install the pump housing (if you havnt done it already) and check the movement left and right. Oops forgot to mention a bolted a piece of stainless steel to the top of the plastic nozzle as an actuator.

Fit your bike brake leaver to the handle bars, solder a nipple onto the leaver end of the inner cable. I used an electric connector block (with the plastic cut off) as an adjuster on the pump end.

Check all the thro (left , right , up and down) The nozzle doesn't drop on its own (it will when there is water in the pump).

Go out and ride it like you stole it . A word of warning if you jump a wake or wave using the lifter you tend to end up inverted then you hit the water then the ski lands on you (a tad painfull)

Please dont complain about my spelling , i drank half a bottle of whiskey writing this out.

Thanks to James who took the pictures of Lenzi's nozzle which made this possible.

Edited by MAD RICK on 09 Sep 04 at 10:29pm

Back to Top