



Thank you for your purchase . The head assembly has evolved from many years of dyno pulls and actual competition testing and requires the proper selection of insert size, squish clearance, fuel and timing for reliability and best performance. This kit includes the o-ring and pipe plugs. See installation sheet on details.

Inserts need to be matched to your engine by bore size and cc size to realize the best performance. Here is our suggestion chart:

Bore size mm's	Premium / race fuel 1 00 octane CC's	Premium fuel, no ethanol 91 minimum octane CC's	Squish in Thousands	Jan. 2020
88-89	47	49	.071 +/-	
90-91	50	52	.071 +/-	

Squish:

Rec inserts have an o-ring groove and do not require a head gasket. The insert has been machined to give you the proper squish. No sealants are required on the o-rings and it is reusable.

Head surface O-ring , read instructions first. Start installing the o-ring near the top of the head as shown on instruction sheet and install the o-ring without stretching it as you go around or it will separate at the seam and cause a leak. Follow the instructions on the installation sheet

DISCLAIMER: Due to the nature of performance applications, our aftermarket performance parts are sold without any express warranty or any implied warranty of fitness for a particular purpose. We shall not, under any circumstances, be liable for any special, incidental, or consequential damages which may arise from installation or use of our performance parts.

Manufactured by:

For info contact Brad at :





SEA-DOO 951 / 1050 CYLINDER HEAD INSTALLATION

INSTALL THE O-RING ROPE IN THE CHANNEL AROUND THE OUTSIDE OF THE HEAD. APPLY SILICONE IF NEEDED TO KEEP THE O-RING IN PLACE.

CUT THE O-RING AT 45degS BOTH ENDS, TO MAKE A LAP JOINT. APPLY SILICONE IN THE CHANNEL 1/2 inch BOTH SIDES OF THE JOINT.

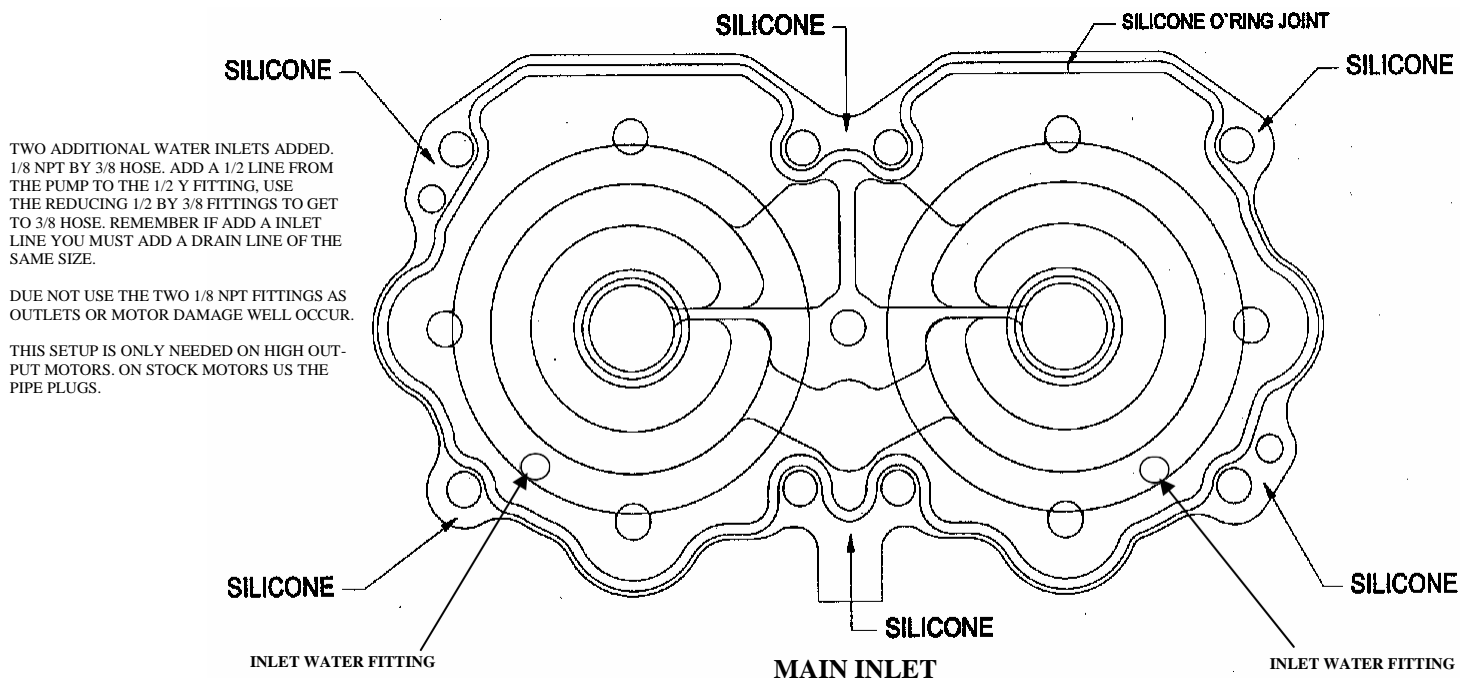
APPLY SILICONE AROUND THE STUD HOLES AT (8) POINTS.

APPLY A LIGHT FILM OF GREASE AROUND THE INSERT O-RING TO KEEP IT INPLACE. INSTALL THE HEAD ON THE CYLINDER, BEING CAREFUL NOT TO PINCH THE O-RING.

TORQUE THE (8) STUD NUTS TO 30lbs.ft. TORQUE THE (7) BOLTS TO 25lbs.ft

NOTE: YOU CAN USE THE STOCK HEAD GASKET WITH THIS HEAD. FOR THE 1050 YOU NEED TO BORE THE GASKET TO 92.5mm .(USE ALL O-RINGS)

CAUTION: DO NOT OVER TORQUE THE 10mm x 1.5 HEAD BOLTS. OVER TORQUED BOLTS WILL CAUSE CYLINDER DISTORION. TORQUE ALL (7) CYLINDER BOLTS TO 25lbs.ft





NO WARRANTY, NO RETURNS.

Of the performance of any engine or equipment on or in which any article of the company's manufacturer is used.

The Company shall, in no event, be liable for consequential damage or contingent liability arising out of any total or partial failure to function of any article manufactured by it or of any engine or equipment on or in which it is used.

SAFETY

**SAFE OPERATION IS YOUR
RESPONSIBILITY
SPEED IS CONTROLLED WITH YOUR
THROTTLE HAND. PARTICIPATE IN
SANCTIONED RACES ONLY**