StingRay HyperFoil 500 Installation Instructions:

WARNING: WITH ALL ENGINE INSTALLATIONS, ENSURE BOAT ENGINE IS OFF, KILL SWITCH IS DISENGAGED, AND GEAR SHIFT IS IN NEUTRAL POSITION.

TOOLS NEEDED:
- Hex Key Wrench (included)

INSTALLATION HARDWARE:
- (2) Stainless Steel Set Screws

INSTALLATION STEPS:

1. If your engine has a torque tab installed, remove the torque tab at this time.

PRO TIP: *If your engine uses a flat, sacrificial anode you don't need to remove it for installation!*

2. Slide the HyperFoil 500 onto the cavitation plate as far forward as possible. Make sure there is no gap between the end of the cavitation plate and the hydrofoil.

3. If your engine has a torque tab, re-install the torque tab at this time.

PRO TIP: *Some engine models may require you to slip one edge of the torque tab underneath the HyperFoil 500's built-in performance bracket before snapping the rest of the torque tab back into place. Using a flat-head screwdriver to maneuver the HyperFoil 500's built-in performance bracket plastic slightly may be helpful if the fitment is tight.*

4. Using ONLY the Hex Key Wrench and HAND STRENGTH, insert the Stainless Steel Set Screws into the brass threads on each side of the HyperFoil 500, and tighten the set screws making sure the set screws engage the edge of the cavitation plate.

PRO TIP: *The set screws are installed correctly when your hand becomes uncomfortable when tightening the set screws. However, there is NO NEED TO OVERTIGHTEN the HyperFoil 500!*

NOTE: Before and after each boat outing, be sure to check that the StingRay HyperFoil 500 still has a snug fit on the cavitation plate. It may be necessary to re-tighten the set screws if the hydrofoil does not have a snug fit.

NOTICE:
This product should make an immediate performance improvement in your boat/motor…if for ANY REASON it does not, then remove this product and utilize the Customer Contact Form on our website (www.StingRayHydrofoils.com) for assistance.

Any surface "flow marks" around holes that appear to be cracks are not cracks, but they are a normal part of the molding process and **do not affect the part strength or performance.**