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GT40 GARAGE
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SPARK 2-UP REAR EXHAUST KIT — INSTALL GUIDE

Not for: Spark 3-Up — the 3-Up hull has different exhaust routing geometry, separate kit needed. Not for any 1503 4-TEC or 1630 ACE platform. Confirm hull is...

GT40-SD-EXH-SPARK2

INTERMEDIATE

1.5-3 HRS

4 PAGES

TOOLS

- 10 mm / 13 mm sockets + ratchet, 3/8" drive
- T20 + T25 Torx drivers
- 5 mm + 6 mm hex (Allen) keys
- 1/4" drive torque wrench, 5—30 Nm range
- Hose-clamp pliers
- Marine-grade exhaust sealant applicator (small brush)
- Flashlight or headlamp

PRO TIPS

Clock the BOV and couplers with the engine loaded in mind.
Recheck clamp tension after the ride.

AVOID

- Pinching the BOV reference line
- Clocking the coupler so it rubs under engine movement
- Skipping boost-leak check after install

SPARK 2-UP REAR EXHAUST KIT — INSTALL GUIDE

GT40 Marine | SKU **GT40-SD-EXH-SPARK2** | Stainless Rear Exhaust + Resonator Delete | Rev 1.0 — 2026-05-24

FITMENT

| Platform | Model | Year | Engine |



|---|---|---|---|

| Sea-Doo | Spark 2-Up | 2014—present | 900 ACE (60 / 90 HO) |

| Sea-Doo | Spark Trixx 2-Up | 2017—present | 900 ACE HO 90 |

Not for: **Spark 3-Up** — the 3-Up hull has different exhaust routing geometry, separate kit needed. Not for any 1503 4-TEC or 1630 ACE platform. Confirm hull is the 2-Up configuration (shorter hull, two-seat capacity) before install — the 3-Up vs 2-Up is the most common installation mistake on the Spark platform.

IN THE BOX

- (1) GT40 Spark 2-Up stainless rear exhaust outlet, hand-formed
- (1) Resonator delete tube, billet aluminum, anodized black
- (1) Stainless steel exhaust gasket, fire-rated, marine-grade
- (3 ft) High-temperature silicone water hose, 3/4" ID
- (2) Stainless worm-gear hose clamps, #12
- (4) M8 × 25 mm SHCS —   (high tensile, marine-grade)
- (4) M8 stainless flat washers

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- (1) High-temperature exhaust sealant tube, 4 oz
- (1) Hardware bag — spare gasket, spare clamps
- (1) GT40 product registration card
- (1) This guide

Verify all components present before starting. Missing parts: support@gt40marine.com.

TOOLS REQUIRED

- 10 mm / 13 mm sockets + ratchet, 3/8" drive
- T20 + T25 Torx drivers
- 5 mm + 6 mm hex (Allen) keys
- 1/4" drive torque wrench, 5—30 Nm range
- Hose-clamp pliers
- Marine-grade exhaust sealant applicator (small brush)
- Flashlight or headlamp
- Shop towels
- Marine-grade copper anti-seize compound

SAFETY

Read in full before starting.

Battery disconnected for the duration of the install.

Cold engine only. Spark exhaust retains heat for over an hour after operation.

Eye protection mandatory when working around the exhaust manifold.

Hand protection. Sharp flange edges on marine exhaust.

No smoking / open flame.

The Spark is a smaller hull — the engine bay access is tight. Plan extra time for fastener access.

If you are not comfortable with PWC exhaust system work, take the install to a certified marine technician.



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PRE-INSTALL CHECKLIST

- Watercraft on stable trailer or stand
- Hull HIN confirmed as 2-Up (NOT 3-Up)
- Battery negative disconnected and isolated
- Engine bay clean and dry
- Factory resonator + rear-outlet routing photographed
- Marine-grade anti-seize ready
- 90 minutes minimum for install + 2 hours sealant cure scheduled before first start

STEP-BY-STEP INSTALL

STEP 1 — ACCESS THE ENGINE BAY

Remove the seat. The Spark engine bay is more compact than larger Sea-Doo platforms — the seat removal alone reveals adequate access.

Disconnect the battery negative terminal.

STEP 2 — IDENTIFY THE FACTORY RESONATOR AND REAR EXHAUST

The Spark 2-Up exhaust system consists of:

- A short factory resonator (cylindrical chamber, ~6 inches long)
- A short rear-outlet pipe connecting the resonator to the through-hull discharge

Note: the Spark uses a smaller-diameter exhaust than the 1503/1630 ACE platforms — the M8 hardware reflects the lighter exhaust mass.

STEP 3 — REMOVE THE FACTORY RESONATOR AND REAR EXHAUST

Disconnect any cooling water injection lines feeding the resonator (1 small hose connection, spring clamp)

Loosen the resonator-to-manifold band clamp (10 mm)

Loosen the resonator-to-rear-outlet band clamp (10 mm)

Lift the resonator and rear-outlet assembly out as a single unit — ~3 lbs total

Inspect the manifold outlet flange — must be flat, no carbon scoring



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Set the stock components aside. Do not discard if you may sell the craft in stock form later.

STEP 4 — INSTALL THE GT40 RESONATOR DELETE TUBE

- Apply marine anti-seize to all 4 M8 × 25 mm SHCS threads
- Position the supplied stainless gasket on the manifold flange
- Apply a thin even bead of high-temperature exhaust sealant around the gasket's outboard face
- Position the GT40 resonator delete tube against the gasket
- Thread the 4 M8 SHCS through the tube flange with flat washers — hand-tight only
- Confirm the tube is square to the manifold (no rotational offset)
- Torque the 4 bolts to **22 Nm (16 ft-lb)** in a star pattern across two passes — first pass at 12 Nm, second pass at 22 Nm
- Wipe any sealant squeeze-out

STEP 5 — INSTALL THE STAINLESS REAR EXHAUST OUTLET

- Apply marine anti-seize to the stainless outlet's mounting flange threads
- Position the outlet against the resonator delete tube's exit flange
- Thread the supplied V-band clamp around both flange edges
- Snug the clamp finger-tight
- Rotate the outlet to align with the through-hull exit point — outlet must enter the through-hull fitting straight
- Once aligned, torque the V-band clamp to **18 Nm (13 ft-lb)** in two passes
- Verify the outlet exits the hull cleanly — no contact with hull fiberglass

STEP 6 — RECONNECT COOLING WATER INJECTION

The resonator delete preserves the original cooling water reintroduction at the top of the delete tube (the design includes the same injection port location).

- Cut the supplied silicone water hose to length
- Slide #12 clamps onto each hose end
- Push the hose onto the engine block water source fitting, then the delete tube's water injection port
- Tighten both clamps to **3 Nm (27 in-lb)** equivalent
- Verify hose routing avoids contact with resonator delete tube — minimum 20 mm clearance



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STEP 7 — ALLOW SEALANT CURE TIME

Exhaust sealant requires a minimum of **2 hours** cure time before engine start. Do not skip.

STEP 8 — REASSEMBLY AND FIRST START

After cure:

Walk the engine bay — every fastener, every clamp, every hose joint

Confirm no tools or hardware remaining

Reconnect the battery negative terminal — torque to **10 Nm (89 in-lb)**

Replace the seat

Connect the engine cooling flush hose

Start the engine on the trailer

Idle for 60 seconds — listen for any exhaust leak

Verify cooling water flow through the new injection point — observe steam from the rear exhaust outlet

Bring the engine to 3000 RPM briefly — confirm new exhaust note (significantly louder than the muted factory Spark sound)

Scan with the appropriate Spark diagnostic tool — no new fault codes

After shutdown, visually inspect the resonator delete tube for any sealant migration

If clean: install complete.

POST-INSTALL

BREAK-IN

First water test should run a conservative throttle profile for the first 5 minutes. The Spark engine is smaller and less forgiving of thermal shock than the larger platforms — be conservative on the first run.

The exhaust note will be substantially louder than stock. The Spark's factory resonator significantly attenuated the engine sound; removing it exposes the raw 900 ACE character. Expect a more aggressive note especially at 4000+ RPM.



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TUNING

The Spark 900 ACE responds modestly to exhaust changes. Expect 2-4 HP gain on a stock craft, more if paired with a Spark-specific tune. The Spark's narrower performance envelope means exhaust gains are smaller than on the 1503 / 1630 platforms.

SERVICE

Inspect the resonator delete tube every 25 run hours for any sealant weep

Re-torque the 4 M8 SHCS at the first 10-hour service to **22 Nm**

Inspect the stainless outlet annually

Inspect the cooling water injection hose every 25 hours — replace if any cracking

After 100 hours, plan a full exhaust sealant inspection (Spark engine bays accumulate more salt residue per hour than larger platforms because of the smaller air gap)

TROUBLESHOOTING

| Symptom | Likely Cause | Fix |

|---|---|---

| Sharp ticking at manifold-to-tube joint | Gasket failure | Drain, replace gasket + sealant, reinstall |

| Stainless outlet doesn't seat in through-hull | Possible 3-Up hull error | Verify hull is 2-Up, contact support if 3-Up |

| Exhaust gas smell in engine bay | Resonator delete tube leak | Retorque to 22 Nm, monitor, re-seal if persists |

| Steam in the engine bay after run | Cooling water injection hose failure | Inspect, replace hose, retorquer clamps |

| Engine performance unchanged | Spark exhaust gain is modest | Spark gains 2-4 HP from exhaust — pair with tune for more |

| Excessive engine bay heat | Insufficient hose clearance | Verify 20 mm minimum clearance, reroute hose |

If symptoms persist after the checks above, contact GT40 Marine support before further operation.



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TORQUE REFERENCE SUMMARY

| Fastener | Torque |

|---|---|

| Resonator delete tube to manifold M8 SHCS (all 4) | 22 Nm / 16 ft-lb |

| Stainless outlet V-band clamp | 18 Nm / 13 ft-lb |

| Cooling water injection #12 hose clamps | 3 Nm / 27 in-lb (snug, no hose-wall cut) |

| Battery negative terminal | 10 Nm / 89 in-lb |

All torque values nominal — refer to current Sea-Doo factory service manual for any conflicting OEM specifications.

WARRANTY

GT40 Marine warrants this kit free from defects in materials and workmanship for **ninety (90) days** from date of purchase. Warranty covers replacement of defective GT40-supplied components.

Warranty does not cover:

Damage from improper installation

Damage from premature engine start before full sealant cure

Damage from operation without proper cooling water flow through the new injection point

Damage from incorrect hull-type installation (3-Up vs 2-Up)

Damage to stainless components from galvanic corrosion in saltwater without sacrificial anode protection

Use on craft outside the listed fitment matrix

To submit a warranty claim: email **support@gt40marine.com** with order number, photographs of the installed kit, and a description of the failure mode. Response within two business days.

SUPPORT

Email: support@gt40marine.com

Site: gt40marine.com



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Install help: include the GT40 SKU above and your hull serial number in any support correspondence

Built in the United States. Designed for buyers who want the best.

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EMAIL SUPPORT BEFORE YOU BUY.

Send engine, model, year, and goal.

Engine / model / year

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