



GT40MARINE

SEA-DOO v



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# STAGE 3 SINGLE REAR EXHAUST KIT — INSTALL GUIDE

Not for: RXP-X (different hull geometry — use GT40-SD-EXH-RXPX300-1619 for 16-19 RXP-X 300, GT40-SD-EXH-RXPX325 family for 24+ RXP-X 325). Not for Spark or 1...

GT40-SD-EXH-ST3

ADVANCED

3-5 HRS

5 PAGES

## TOOLS

- 10 mm / 13 mm / 17 mm sockets + ratchet, 3/8" drive
- T25 + T30 Torx drivers
- 5 mm + 6 mm + 8 mm hex (Allen) keys
- 3/8" drive torque wrench, 10—60 Nm range
- Long extension bars (the rear-mount fasteners sit deep in the hull)
- Hose-clamp pliers
- Marine-grade exhaust sealant applicator (small brush)

## PRO TIPS

Dry-fit every hose before tightening clamps.

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Run and inspect for leaks at idle before loading the cooling system hard.

**AVOID**

Routing hoses where they rub under load

Reusing weak clamps on pressure-side cooling lines

Skipping leak check before the first ride

# STAGE 3 SINGLE REAR EXHAUST KIT — INSTALL GUIDE

**GT40 Marine** | SKU **GT40-SD-EXH-ST3** | Titanium Single Rear Exhaust + J-Pipe Delete | Rev 1.0 — 2026-05-24

## FITMENT

| Platform | Models | Year | Engine |

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

| Sea-Doo | RXT-X 300 | 2018—present | 1630 ACE 300 |

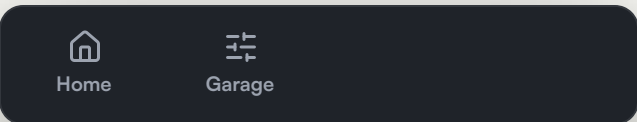
| Sea-Doo | RXT-X 325 | 2024—present | 1630 ACE 325 |

| Sea-Doo | GTX 300 / Limited 300 | 2018—present | 1630 ACE 300 |

| Sea-Doo | GTX Limited 325 | 2025—present | 1630 ACE 325 |

| Sea-Doo | Wake Pro 230 | 2018—present | 1630 ACE 230 (single-engine hull) |

Not for: RXP-X (different hull geometry — use **GT40-SD-EXH-RXPX300-1619** for 16-19 RXP-X 300, **GT40-SD-EXH-RXPX325** family for 24+ RXP-X 325). Not for Spark or 1503 4-TEC. Confirm hull type and engine code before install. **This is a Stage 3 component** — it is designed to work with supporting modifications (open loop cooling, free-flow intake, supporting tune). Install on a stock craft will work but underutilize the kit's capacity.



## IN THE BOX

- (1) GT40 titanium rear exhaust outlet, hand-formed, brushed finish
- (1) GT40 J-pipe delete adapter, billet aluminum, anodized black
- (1) Stainless steel exhaust gasket, fire-rated, marine-grade
- (1) Water-injection adapter (for cooling water reintroduction post-J-pipe)
- (6 ft) High-temperature silicone water hose, 3/4" ID
- (4) Stainless worm-gear hose clamps, #12
- (6) M10 × 35 mm SHCS — manifold mounting (high tensile, marine-grade)
- (6) M10 stainless flat washers
- (1) Hardware bag — spare gasket, spare clamps, water-injection check valve
- (1) High-temperature exhaust sealant tube, 4 oz
- (1) GT40 product registration card
- (1) This guide

Verify all components present before starting. Missing parts: [support@gt40marine.com](mailto:support@gt40marine.com).

## TOOLS REQUIRED

- 10 mm / 13 mm / 17 mm sockets + ratchet, 3/8" drive
- T25 + T30 Torx drivers
- 5 mm + 6 mm + 8 mm hex (Allen) keys
- 3/8" drive torque wrench, 10—60 Nm range
- Long extension bars (the rear-mount fasteners sit deep in the hull)
- Hose-clamp pliers
- Marine-grade exhaust sealant applicator (small brush)
- Flashlight or headlamp
- Shop towels — exhaust will weep residual moisture
- Anti-seize compound (marine-grade, copper-based)



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## SAFETY

Read in full before starting.

**Battery disconnected** for the duration of the install.

**Cold engine only.** Exhaust components retain heat for over an hour after operation. The factory J-pipe runs at over 700°F.

**Eye protection mandatory** when working around the exhaust manifold — sharp edges, carbon deposits.

**Hand protection.** Marine exhaust has sharp flange edges. Cuts on contaminated metal are slow to heal.

**No smoking / open flame.** Exhaust sealant fumes are flammable until cured.

**Two-person lift recommended** for the titanium outlet — although lightweight, the awkward geometry makes single-person positioning risky during install.

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

## PRE-INSTALL CHECKLIST

- Watercraft on stable trailer or stand
- Battery negative disconnected and isolated
- Engine bay clean and dry
- Factory J-pipe + waterbox routing photographed before disassembly
- Ribbon delete already installed (**GT40-SD-RDK-SD300**) — Stage 3 exhaust performance assumes ribbon is removed
- Marine-grade anti-seize ready for application to all stainless fasteners
- 2 hours minimum scheduled for the install + minimum 2 hours sealant cure before first start

## STEP-BY-STEP INSTALL

### STEP 1 — ACCESS THE ENGINE BAY AND IDENTIFY THE J-PIPE

Remove the seat and engine bay top hatch. Lift the rear storage bin to expose the engine compartment.



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Disconnect the battery negative terminal. Secure the cable away from the post.

Locate the factory J-pipe — the curved exhaust pipe running from the exhaust manifold outlet, around the rear of the engine bay, into the waterbox.

## STEP 2 — REMOVE THE FACTORY J-PIPE AND REAR EXHAUST

The factory rear exhaust system consists of:

- The J-pipe (curves around the engine)
- The waterbox (resonator chamber)
- The rear exhaust outlet pipe and through-hull discharge fitting

Removal sequence:

- Disconnect any cooling water injection lines feeding the J-pipe (typically 2 small hose connections at the top of the J-pipe — squeeze the spring clamps with pliers)
- Loosen the J-pipe-to-manifold V-band clamp (13 mm)
- Loosen the J-pipe-to-waterbox V-band clamp (13 mm)
- Lift the J-pipe out — heavy, ~8 lbs
- Disconnect the waterbox inlet/outlet
- Lift the waterbox out — bulky, plan a clear path
- Remove the through-hull rear exhaust outlet (this stays in the hull — only the internal pipe is being replaced)

Set all stock components aside. Do not discard if you may sell the craft in stock form later — these are valuable resale parts.

## STEP 3 — INSPECT AND CLEAN THE MANIFOLD OUTLET FLANGE

- Wipe the manifold outlet flange clean with shop towels
- Inspect the gasket surface — must be flat, no carbon scoring, no warping
- Light scuff with 220-grit sandpaper if any surface contamination
- Final wipe with a clean solvent wipe
- Allow 60 seconds for full solvent evaporation



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## STEP 4 — INSTALL THE GT40 J-PIPE DELETE ADAPTER

The J-pipe delete adapter mounts directly to the manifold outlet flange, replacing the entire J-pipe + waterbox + rear-outlet section with a single component.

Apply marine anti-seize compound to all 6 M10 × 35 mm SHCS threads

Position the supplied stainless gasket on the manifold flange, aligning the bolt holes

Apply a thin even bead of high-temperature exhaust sealant around the gasket's outboard face

Position the GT40 J-pipe delete adapter against the gasket, aligning the 6 bolt holes

Thread all 6 M10 SHCS through the adapter with flat washers — hand-tight only initially

Confirm the adapter is square to the manifold (no rotational offset)

Torque the 6 bolts to **42 Nm (31 ft-lb)** in a star pattern across two passes — first pass at 22 Nm, second pass at 42 Nm

Wipe any sealant squeeze-out with a clean rag

## STEP 5 — INSTALL THE TITANIUM REAR EXHAUST OUTLET

The titanium outlet connects the J-pipe delete adapter to the through-hull rear exhaust fitting.

Apply marine anti-seize to the titanium outlet's mounting flange threads

Position the outlet against the J-pipe delete adapter'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 — the titanium outlet end must enter the through-hull fitting straight, no side load

Once aligned, torque the V-band clamp to **22 Nm (16 ft-lb)** in two passes

Verify the outlet exits the hull cleanly — no contact with hull fiberglass at any point

## STEP 6 — REINTRODUCE COOLING WATER INJECTION

The J-pipe delete removes the factory cooling water reintroduction at the J-pipe top. The replacement injection point sits in the GT40 adapter.

Locate the cooling water source on the engine block (typically a 3/8" NPT port near the rear of the head)

Locate the GT40 adapter's water injection port (visible boss on the upper face of the J-pipe delete adapter)



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Cut the supplied silicone water hose to length from source to injection point

Slide #12 clamps onto each hose end

Push the hose onto the source fitting, then the adapter water-injection port

Tighten both clamps to **3 Nm (27 in-lb)** equivalent

Verify the hose routing avoids contact with the hot exhaust adapter — minimum 25 mm clearance to any exhaust surface

Install the supplied check valve inline if not already present — prevents exhaust backflow into the water source if the engine ever runs without water

## STEP 7 — ALLOW SEALANT CURE TIME

The exhaust sealant requires a minimum of **2 hours** cure time before engine start. Do not skip — premature start blows uncured sealant out of the joint and into the engine bay.

If you can wait overnight, recommended. Maximum cure strength at 24 hours.

## 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 engine bay hatch, storage bin, seat

Connect the engine cooling flush hose

Start the engine on the trailer

Idle for 60 seconds — listen for any exhaust leak (sharp ticking, sustained whistling)

Verify cooling water flow through the new injection point — open the engine bay briefly during idle and confirm steam from the rear exhaust outlet

Bring the engine to 3000 RPM briefly — the new exhaust note will be significantly louder and more open than stock; this is the intended Stage 3 character

Scan with BUDS or compatible OBD diagnostic — no new fault codes

After shutdown, visually inspect the J-pipe delete adapter for any sealant migration or weeping

If clean: install complete.



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## POST-INSTALL

### BREAK-IN

First water test should run a conservative throttle profile for the first 5 minutes — gradual ramp to half throttle. This allows the sealant to complete its final cure under full operating temperature. After 5 minutes at part throttle, full throttle pulls are safe.

The exhaust note will be dramatically louder than stock above 5000 RPM. This is the intended Stage 3 character. Some hulls may resonate noticeably at certain RPM — this is hull acoustics, not a fault of the kit.

### TUNING

Stage 3 exhaust performance requires a Stage 3 tune to fully realize. On a stock tune, the kit reduces backpressure but the ECU will not adapt the fuel map to take advantage of the new flow profile. Expect 5-8 HP gain on a stock tune; expect 25-40 HP gain with a matched Stage 3 tune + supporting modifications.

For full Stage 3 systems, pair with:

**GT40-SD-INT-CF** cold air intake

**GT40-SD-TUBE-230300-BOV** or **GT40-SD-TUBE-325-BOV** charge tubing

**GT40-SD-OLC-300** open loop cooling (mandatory above 280 HP)

Stage 3 calibration via Magic Module or equivalent

### SERVICE

Inspect the J-pipe delete adapter every 25 run hours for any sealant weep

Re-torque the 6 M10 SHCS at the first 10-hour service to **42 Nm** (initial gasket compression)

Inspect the titanium outlet annually for any corrosion at the through-hull contact point (titanium resists corrosion but galvanic activity can occur if dissimilar metals contact in saltwater)

Inspect the cooling water injection hose every 25 hours — replace if any cracking, swelling, or saturation softening

After 200 hours, plan a full exhaust sealant inspection



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## TROUBLESHOOTING

| Symptom | Likely Cause | Fix |

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

| Sharp ticking sound at the manifold-to-adapter joint | Gasket failure | Stop operation, drain, remove adapter, replace gasket + sealant, reinstall |

| Exhaust gas smell in engine bay | J-pipe delete adapter leak | Retorque to 42 Nm, monitor; re-seal if leak persists |

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

| Titanium outlet visibly discolored (rainbow) | Normal — heat-cycle bluing of titanium | Cosmetic only, no functional issue |

| Engine performance unchanged | No supporting tune | Stage 3 exhaust without matched tune yields only modest gains — pair with a Stage 3 calibration |

| Check Engine + P0420 catalyst code | Not applicable on PWC | Sea-Doo does not run catalytic converters; verify the code is real |

| Significant backpressure perceptible | Inlet partially obstructed | Inspect inside of the through-hull fitting for debris |

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

## TORQUE REFERENCE SUMMARY

| Fastener | Torque |

|---|---|

| J-pipe delete adapter to manifold M10 SHCS (all 6) | 42 Nm / 31 ft-lb |

| Titanium outlet V-band clamp | 22 Nm / 16 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



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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 (including under-torqued fasteners)
- Damage from premature engine start before full sealant cure
- Damage from operation without proper cooling water flow through the new injection point
- Damage to titanium components from galvanic corrosion in saltwater operation 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

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

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