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GT40 GARAGE

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YAMAHA / INTAKE

IS / AS SUSPENSION POWER FILTER — INSTALL ADDENDUM

Not for: Standard suspension craft (use the base GT40-SD-INT-CF guide without this addendum). Not for craft where the iS/aS suspension has been removed by a...

GT40-SD-INT-ISAS-ADDENDUM

INTERMEDIATE

1.5-3 HRS

3 PAGES

🔧 TOOLS

- ✓ Metric socket set
- ✓ Screwdrivers
- ✓ Pliers
- ✓ Shop towels
- ✓ Hose clamp pliers
- ✓ Torque wrench
- ✓ Vacuum line cutter

🔗 PRO TIPS

Clock the BOV and couplers with the engine loaded in mind.



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Recheck clamp tension after the first ride.

AVOID

Pinching the BOV reference line

Clocking the coupler so it rubs under engine movement

Skipping boost-leak check after install

iS / aS SUSPENSION POWER FILTER — INSTALL ADDENDUM

GT40 Marine | Doc **GT40-SD-INT-ISAS-ADDENDUM** | Install Addendum to GT40-SD-INT-CF | Rev 1.0 — 2026-05-24

WHAT THIS ADDENDUM COVERS

This addendum extends the standard Cold Air Intake Kit install procedure (**GT40-SD-INT-CF**) for craft equipped with the iS or aS rear suspension system. Read the main install guide first; this addendum overrides the standard procedure at the specific steps noted.

FITMENT

| Platform | Model | Year | Engine + Suspension |


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

| Sea-Doo | GTX Limited iS 260 | 2009—2015 | 1503 4-TEC supercharged + iS rear suspension |


| Sea-Doo | RXT iS 260 | 2009—2015 | 1503 4-TEC supercharged + iS rear suspension |

| Sea-Doo | RXT-X aS 260 | 2009—2015 | 1503 4-TEC supercharged + aS rear suspension |

Not for: Standard suspension craft (use the base **GT40-SD-INT-CF** guide without this addendum). Not for craft where the iS/aS suspension has been removed by a previous owner (in that case, verify the cooling and electrical systems are reverted to standard configuration before install).



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WHY IS / AS IS DIFFERENT

The iS (intelligent Suspension) and aS (adaptive Suspension) systems use hydraulic actuators in the rear-deck area that:

Cycle under power — the suspension travels actively during operation, which can pinch tools, hands, and hoses

Have their own hydraulic lines in the engine bay, routed through the same area as the intake

Use additional electrical relays mounted on the engine bay sidewall

Add weight to the rear deck — when the deck is removed during install, it must be supported

This addendum walks through the suspension-specific safety and procedural changes.

PRE-INSTALL ADDENDUM — IS / AS SAFETY LOCKOUT

Before any work in the engine bay, lock the suspension in service position. This prevents involuntary suspension travel during the install.

IS LOCKOUT PROCEDURE

Turn the key to ACC

Press and hold the suspension control buttons (left and right arrows simultaneously) for 5 seconds

The dash display will show "SERVICE MODE" — the suspension is now locked at full extension

Turn key to OFF — the suspension stays locked

Verify lockout — push downward on the rear deck firmly; the deck should not compress more than 5 mm

AS LOCKOUT PROCEDURE

Turn the key to ACC

Press the "ASC" button on the dash 3 times in rapid succession (within 2 seconds)

The dash display will show "ADAPTIVE OFF" — the suspension is now locked at the last-commanded position

Turn key to OFF

Verify lockout — push downward on the rear deck; movement should be physical compression only, no hydraulic response



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If the suspension does NOT lock per the above procedures, do not proceed with the install. Take the craft to a certified BRP technician for suspension service first.

MODIFIED STEP SEQUENCE (VS. BASE **GT40-SD-INT-CF** GUIDE)

STEP 1 — ACCESS (MODIFIED)

After standard seat removal, the iS/aS engine bay access requires additional steps:

Remove the upper-rear inner panel (4 T25 Torx screws — these were added for iS/aS hulls and don't exist on standard hulls)

Inspect the iS/aS hydraulic line routing — note the line positions before any tool work

Mark any hydraulic line that crosses the intake install path with painter's tape — these lines MUST NOT be disturbed during install

STEP 3 — REMOVE STOCK AIRBOX (MODIFIED)

When lifting the stock airbox out, the iS/aS hulls have an additional clip on the airbox underside that secures one of the suspension hydraulic lines. This clip relocates to the GT40 adapter:

Before lifting the airbox out, identify the hydraulic line clip on the airbox underside

Carefully release the clip (it's a snap-fit, no fastener) — be gentle, the hydraulic line cannot tolerate side-load

Lift the airbox out

Retain the clip for installation on the GT40 adapter in Step 4

STEP 4 — INSTALL GT40 INTAKE ADAPTER (MODIFIED)

After the standard adapter mounting:

Install the retained hydraulic line clip on the GT40 adapter's pre-machined clip mounting boss (visible on the adapter's outboard face — small threaded boss with an M4 thread)

Snug the clip to **2 Nm (18 in-lb)** with an M4 SHCS (supplied with the kit's hardware bag)

Re-route the hydraulic line through the clip — verify no twist, no kink

STEP 5 — COUPLER INSTALL (NO CHANGE)

Follow base guide Step 5 as written. The coupler install is identical between standard and iS/aS hulls.



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STEP 7 — FILTER HOUSING INSTALL (MODIFIED)

The iS/aS hulls have approximately 5 mm less vertical clearance to the upper deck above the intake area than standard hulls. After installing the filter housing:

Verify clearance from the housing top to the upper deck — minimum 8 mm

If clearance is less than 8 mm: rotate the housing on its mounting clamp by 15 degrees outboard.

This adjustment is acceptable on the iS/aS hulls because the airflow direction matters less than the absolute clearance

STEP 8 — REASSEMBLY (MODIFIED)

After standard reassembly:

Reinstall the upper-rear inner panel removed in modified Step 1 (4 T25 Torx screws, torque 2.5 Nm)

Verify all painter's tape markings from Pre-Install have been removed

Release the suspension lockout before water test:

iS: turn key to ACC, hold suspension control buttons for 5 seconds, dash returns to normal mode

aS: turn key to ACC, press ASC button 3 times rapidly, dash returns to normal mode

Cycle the suspension manually through its full travel range while the craft is on the trailer — confirm no tube/intake interference at extremes

SERVICE SCHEDULE ADDENDUM

In addition to the base guide's service schedule:

Every 25 hours: inspect the hydraulic line clip on the GT40 adapter — re-torque to 2 Nm if any looseness

Every 50 hours: verify hydraulic line routing through the clip — no twist, no kink, no rub against adjacent components

Annually: full iS/aS hydraulic system inspection per BRP service interval (this is a base BRP service, not GT40-specific, but should be on the radar of any iS/aS owner)

TROUBLESHOOTING ADDENDUM

| Symptom | Likely Cause | Fix |



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

| Suspension cycles erratically after install | Hydraulic line routing changed under operating pressure |
Inspect hydraulic line clip — line must be straight, not twisted |

| Hydraulic line shows wear at the clip contact point | Clip over-torqued | Back off M4 SHCS to spec
(2 Nm), reposition clip if needed |

| Intake adapter rubs against hydraulic line during operation | Adapter not square to mounting bosses |
Recheck base guide Step 4 — adapter must be perfectly perpendicular |

| Filter housing contacts upper deck under load | Vertical clearance insufficient | Rotate housing 15
degrees outboard per modified Step 7 |

CONNECTS TO

[GT40-SD-INT-CF_COLD_AIR_INTAKE_KIT_INSTALL_GUIDE.md](#) — base install guide this addendum extends

[GT40-SD-TUBE-260-BOV_INTERCOOLER_TUBING_INSTALL_GUIDE.md](#) — also has iS/aS-specific notes for tubing install on the same suspension chassis

SUPPORT

Email: support@gt40marine.com

Site: gt40marine.com

iS/aS-specific install help: include the GT40 kit SKU, hull HIN, model year, and confirmation of suspension type (iS or aS) in any support correspondence

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