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GT40 GARAGE  
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# INTERCOOLER TUBING + BOV — INSTALL GUIDE

Not for: 1630 ACE engines (use the 230/300 or 325 variant by HP rating). Not for 215HP earlier models (use GT40-SD-EXH-215 family). Special note on iS/aS sus...

GT40-SD-TUBE-260-BOV

INTERMEDIATE

1.5-3 HRS

4 PAGES

TOOLS

- 8 mm / 10 mm / 13 mm sockets + ratchet, 3/8" drive
- T25 + T30 Torx drivers
- 4 mm + 5 mm hex (Allen) keys
- 1/4" drive torque wrench, 5—25 Nm range
- Long Phillips screwdriver (reach into tight clamp positions)
- Hose-clamp pliers (vacuum-line spring clamps)
- Flashlight or headlamp

PRO TIPS

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

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**AVOID**

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

# INTERCOOLER TUBING + BOV — INSTALL GUIDE

**GT40 Marine** | SKU **GT40-SD-TUBE-260-BOV** | 260HP Charge Tubing + Blow-Off Valve | Rev 1.0  
— 2026-05-24

## FITMENT

| Platform | Model | Year | Engine |

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

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

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

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

| Sea-Doo | RXT 260 | 2009—2015 | 1503 4-TEC supercharged |

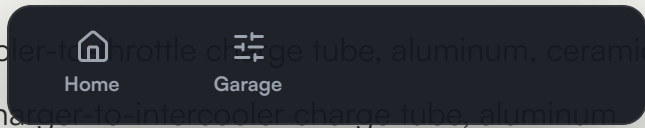
| Sea-Doo | GTX 260 | 2009—2015 | 1503 4-TEC supercharged |

| Sea-Doo | RXP-X 260 | 2012—2015 | 1503 4-TEC supercharged |

Not for: 1630 ACE engines (use the 230/300 or 325 variant by HP rating). Not for 215HP earlier models (use **GT40-SD-EXH-215** family). Special note on iS/aS suspension models — bracket geometry and clearance was machine-profile verified per **reference\_gt40\_sku\_format.md** 2026-05-23. Confirm engine code on the block and HP rating on the BRP placard before install.

## IN THE BOX

- (1) GT40-formed intercooler-to-throttle charge tube, aluminum, ceramic-coated charcoal
- (1) GT40-formed supercharger-to-intercooler charge tube, aluminum



- (1) Blow-off valve assembly, billet, spring-actuated
- (1) BOV mounting flange, welded to upper tube, machined seat
- (4) Silicone couplers, reinforced, charge-grade
- (8) T-bolt clamps, stainless 2.5" / 3" assorted
- (1) Vacuum reference line, 6 ft. silicone, 4 mm ID
- (4) Spring vacuum-line clamps
- (2) M6 × 25 mm SHCS — BOV-to-flange
- (2) M6 stainless flat washers
- (1) iS/aS clearance shim kit (two 2 mm aluminum spacers + extended-length M6 hardware) — for iS/aS suspension chassis only
- (1) Install hardware bag — spare couplers, two spare clamps
- (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

- 8 mm / 10 mm / 13 mm sockets + ratchet, 3/8" drive
- T25 + T30 Torx drivers
- 4 mm + 5 mm hex (Allen) keys
- 1/4" drive torque wrench, 5—25 Nm range
- Long Phillips screwdriver (reach into tight clamp positions)
- Hose-clamp pliers (vacuum-line spring clamps)
- Flashlight or headlamp
- Shop towels — the intercooler will release residual condensate when disconnected

## SAFETY

Read in full before starting.

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



**Cold engine only.** The 1503 4-TEC supercharger housing reaches high temperature in operation.

**Eye protection.** Removing stock tubing may release residual condensate or boost-trapped vapor.

**No smoking / open flame.**

**Hand protection** when handling ceramic-coated tubing — coating is durable but skin oils can mark fresh finish before first cure cycle.

**iS/aS suspension safety** — if your craft uses the iS or aS rear suspension, lock the system in service position per the BRP service manual before working in the engine bay. The suspension travels under power and can pinch tools and hands.

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

## PRE-INSTALL CHECKLIST

- Watercraft on stable trailer or stand
- iS/aS suspension locked in service position (if applicable)
- Battery negative disconnected and isolated
- Engine bay clean and dry
- Factory tubing routing photographed from multiple angles before disassembly
- All 4 supplied silicone couplers laid out and matched to tube ends
- BOV pre-assembled to its flange with the M6 SHCS, hand-tight only — final torque after install
- iS/aS shim kit set aside if applicable

## STEP-BY-STEP INSTALL

### STEP 1 — ACCESS THE ENGINE BAY

Remove the seat. Lift the storage bin to expose the engine bay top hatch. On iS/aS chassis, the rear storage well covers more of the engine — fully remove the upper hatch and the inboard shoulder panel to gain working room.

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

### STEP 2 — REMOVE THE STOCK CHARGE TUBING

The 1503 4-TEC supercharged platform uses two charge tubes.

The **lower tube** runs from the supercharger outlet down and around to the intercooler inlet



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The **upper tube** runs from the intercooler outlet up to the throttle body inlet

Loosen all four clamps on the lower tube (supercharger end + intercooler end)

Pull the lower tube free — catch residual condensate with a shop towel

Loosen all four clamps on the upper tube (intercooler end + throttle body end)

Pull the upper tube free

Inspect supercharger outlet seal and intercooler inlet/outlet seals — wipe clean

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

### **STEP 3 — PRE-FIT THE GT40 LOWER TUBE**

Slide a silicone coupler onto the supercharger outlet, push fully to the shoulder, slide a T-bolt clamp onto the coupler (do not tighten yet)

Slide a second silicone coupler onto the intercooler inlet, T-bolt clamp on (loose)

Lower the GT40 ceramic-coated tube into position

Push both coupler-tube joints fully home (1/2 in. minimum coupler engagement)

Rotate the tube to clear the throttle linkage, fuel rail, and harness loom — 10 mm clearance minimum to any moving or hot component

On iS/aS chassis: verify clearance to the suspension hydraulic block on the port side — install one of the supplied 2 mm shims between the tube bracket and the engine bay sidewall to gain 4 mm additional clearance if needed

### **STEP 4 — PRE-FIT THE GT40 UPPER TUBE + BOV FLANGE**

Slide a coupler onto the intercooler outlet, T-bolt clamp on (loose)

Slide a coupler onto the throttle body inlet, T-bolt clamp on (loose)

Lower the GT40 upper tube into position

The BOV flange must orient outboard with the valve body facing the open engine bay sidewall — verify before final clamp torque

Push both coupler-tube joints fully home

On iS/aS chassis: verify the BOV body clears the suspension's upper mount when the suspension is in standard ride position — if interference, rotate the BOV mounting flange 15 degrees outboard (the flange weld geometry allows up to 30 degrees of rotation)



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## STEP 5 — TORQUE ALL CHARGE-TUBE CLAMPS

Working in this sequence — supercharger end of lower tube, intercooler-inlet end of lower tube, intercooler-outlet end of upper tube, throttle-body end of upper tube — torque each T-bolt clamp to **5 Nm (44 in-lb)** alternating in two passes.

Pull-test each joint after torque. No coupler should rotate or slide on either fitting.

## STEP 6 — INSTALL THE BOV ON ITS FLANGE

Position the BOV body against the upper-tube flange with the supplied gasket

Thread both M6 × 25 mm SHCS through the BOV and into the flange with flat washers

Snug both bolts evenly, then torque to **10 Nm (89 in-lb)** with a 5 mm hex socket

Confirm the BOV outlet points outboard — discharge vents to the engine bay sidewall, not into the hull bilge or onto the intercooler

## STEP 7 — ROUTE THE VACUUM REFERENCE LINE

Locate the factory MAP sensor port on the intake manifold

Cut the supplied 4 mm silicone vacuum line to length — direct route, no excess loop, no contact with hot components

Push one end onto the BOV vacuum nipple, secure with a spring clamp

Push the other end onto the MAP-port nipple, secure with a spring clamp

Confirm the line is fully seated and clamps are oriented for visual inspection at next service

## STEP 8 — REASSEMBLY AND FIRST START

Walk the engine bay — every coupler, every T-bolt, every M6 fastener

Confirm no tools or hardware remaining in the bay

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

Replace the engine bay hatch, storage bin, seat

On iS/aS chassis: release suspension service position lock, cycle through full travel manually to verify no tube/BOV interference at extremes

Start the engine on the trailer with the cooling hose connected

Idle for 60 seconds — listen for any boost leak (hissing, lean stumble)

Bring engine up to 3000 RPM briefly — listen for BOV operation as throttle closes



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Scan with BUDS or compatible OBD diagnostic — no fault codes (P0238 / P0299 indicate a charge-side leak)

If clean: install complete.

## POST-INSTALL

### BREAK-IN

First water test should run a conservative throttle profile — gradual ramp to half throttle for the first 5 minutes, then full throttle pulls. The ceramic coating completes its first heat-cure cycle on initial operation.

### TUNING

This kit is mechanical-only at the stock 260HP calibration. No ECU tune required for fitment.

For Stage 2 / Stage 3 builds, BOV spring rate may need adjustment to match the target boost ceiling. The 1503 4-TEC's safe boost ceiling is lower than the 1630 ACE — do not exceed 17 psi without supporting fueling, intercooler, and rotor upgrades.

### SERVICE

Inspect all clamps and couplers every 25 run hours — retorque if any have relaxed

Inspect the vacuum reference line every 50 hours — replace if any cracking or oil saturation

On iS/aS chassis: inspect the tube bracket and shim contact points every 50 hours — suspension cycling can loosen brackets over time

BOV diaphragm and spring are field-serviceable — contact support for replacement parts

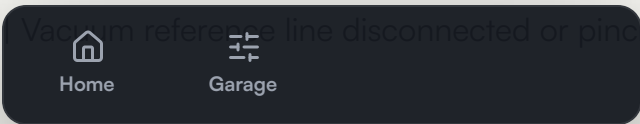
## TROUBLESHOOTING

| Symptom | Likely Cause | Fix |

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

| Lean stumble at high RPM | Charge-side leak | Recheck all 4 couplers + BOV flange torque |

| BOV does not open on lift | Vacuum reference line disconnected or pinched | Reseat reference line, recheck MAP port |



| BOV opens at low load | Vacuum reference line connected to wrong port | Verify port is manifold-side, not pre-throttle |

| iS/aS suspension cycling causes intermittent boost leak | Tube bracket not shimmed | Install supplied shim kit per Step 3 |

| Check Engine + P0238 | Charge-pressure sensor seeing leak | Recheck coupler torque |

| Whistle that follows engine speed | Loose clamp on supercharger-end coupler | Retorque to 5 Nm |

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

## TORQUE REFERENCE SUMMARY

| Fastener | Torque |

|---|---|

| Charge-tube T-bolt clamps (all 4 positions) | 5 Nm / 44 in-lb |

| BOV to flange M6 SHCS | 10 Nm / 89 in-lb |

| iS/aS shim kit M6 fasteners | 8 Nm / 71 in-lb |

| Vacuum line spring clamps | Hand-set, no torque |

| 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 operation outside design intent

Damage from boost levels above the kit-rated ceiling (BOV spring-rated to 17 psi on 1503 4-TEC application)



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Damage to suspension components from improper iS/aS service-position handling

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

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

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