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GT40 GARAGE

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SHORTY WATER BOX + FREE-FLOW EXHAUST — INSTALL GUIDE

— All 2020+ Sea-Doo with the 1630 ACE Engine

GT40-SD-WB-1630ACE

INTERMEDIATE

1.5-3 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 (engine bay access varies by hull — RXP-X/RXT-X tighter than GTX)
- ✓ Hose-clamp pliers
- ✓ Marine-grade exhaust sealant applicator (small brush)

🔥 PRO TIPS

Clock the BOV and couplers with the engine torqued in place.

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

SHORTY WATER BOX + FREE-FLOW EXHAUST — INSTALL GUIDE

GT40 Marine | SKU **GT40-SD-WB-1630ACE** | Universal 1630 ACE Shorty Water Box | Rev 1.1 — 2026-05-24

FITMENT — ALL 2020+ SEA-DOO WITH THE 1630 ACE ENGINE

This waterbox fits the entire 1630 ACE engine family across 2020-2026 model years, regardless of HP tier (130 / 170 / 230 / 300 / 325). The waterbox sits downstream of the exhaust manifold — fitment is determined by the engine block + hull mounting geometry shared across the whole 1630 ACE platform, NOT by HP rating.

130 HP

| Model | Years |

|---|---|

| GTI 130 (iBR) | 2020-2026 |

| GTI SE 130 (iBR) | 2020-2026 |


| FishPro Scout 130 | 2022-2026 |

170 HP


| Model | Years |

|---|---|

| GTI SE 170 | 2020-2026 |



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| GTX 170 | 2020-2026 |

| Wake 170 | 2020-2026 |

| FishPro Sport 170 | 2022-2026 |

| FishPro Trophy 170 | 2022-2026 |

| Explorer Pro 170 | 2023-2026 |

230 HP

| Model | Years |

|---|---|

| GTR 230 | 2020-2026 |

| GTX 230 | 2020-2026 |

| GTX Limited 230 | 2020 only |

| Wake Pro 230 | 2020-2026 |

| Explorer Pro 230 | 2024-2026 |

300 HP

| Model | Years |

|---|---|

| GTR-X 300 | 2025-2026 |

| GTX 300 | 2020-2026 |

| GTX Limited 300 | 2020-2024 |


| RXP-X 300 | 2020-2023 |

| RXP-X Apex 300 | 2023 only |


| RXT-X 300 | 2020-2023 |

325 HP

| Model | Years |



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|---|---|

| GTX Limited 325 | 2025-2026 |

| RXP-X 325 | 2024-2026 |

| RXT-X 325 | 2024-2026 |

Not for: 1503 4-TEC engines (legacy 2002-2018), Spark (900 ACE), Switch platform (different exhaust architecture), pre-2020 craft of any kind. Confirm engine block stamping reads "1630 ACE" before install.

BEFORE YOU START — DECISION TREE

This is a Stage 2+ component — useful when paired with supporting modifications. Answer these before opening packaging:

| # | Question | Branch |

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

| 1 | Engine stamped "1630 ACE" + 2020 model year or later? | Continue |

| 2 | Are you running at least the Ribbon Delete Kit? | Required for 300/325 HP — install **GT40-SD-RDK-SD300** first if not present. Lower-HP applications (130/170/230) can skip the ribbon delete prerequisite. |

| 3 | Will you also install a rear exhaust kit? | Recommended — these pair together for full exhaust path upgrade |

| 4 | Are you running any kind of performance tune? | Recommended on 300/325 HP for full gain. 130/170/230 HP gain noticeably with stock tune as backpressure drops. |

| 5 | Is this a 1503 4-TEC engine? | This kit does NOT fit 1503 — use a different waterbox |

IN THE BOX

(1) GT40 Shorty Water Box, aluminum, ceramic-coated interior

(1) Inlet adapter ring (mates to factory J-pipe or GT40 J-pipe delete)

(1) Outlet adapter ring (mates to factory or GT40 exhaust outlet)



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- (2) Stainless V-band clamps, 3" ID
- (2) High-temperature exhaust gaskets, fire-rated, marine-grade
- (4) M10 × 30 mm SHCS — bracket mounting
- (4) M10 stainless flat washers
- (1) GT40 mounting bracket (replaces factory waterbox mounting straps)
- (1) High-temperature exhaust sealant tube, 4 oz
- (1) Hardware bag — spare V-band, spare gasket
- (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 / 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 (engine bay access varies by hull — RXP-X/RXT-X tighter than GTX)
- 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. Factory waterbox retains heat for over an hour after operation.

Eye protection mandatory when working around the exhaust system.



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Hand protection. Sharp flange edges on marine exhaust components.

No smoking / open flame.

Two-person lift recommended for the shorty box positioning, particularly on 300/325 HP craft where the factory waterbox is heaviest.

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
- Engine block stamping confirmed as "1630 ACE"
- Hull HIN year confirmed as 2020 or later
- Battery negative disconnected and isolated
- Engine bay clean and dry
- Factory waterbox routing photographed before disassembly
- Ribbon Delete Kit installed if on 300/325 HP application (recommended for 130/170/230 HP, optional)
- Marine-grade anti-seize ready
- 2 hours minimum for install + 2 hours sealant cure scheduled before first start

STEP-BY-STEP INSTALL

STEP 1 — ACCESS THE ENGINE BAY

Remove the seat. On RXP-X / RXT-X, also lift the rear storage bin to expose the engine bay top hatch. On GTX / GTR / Wake Pro / FishPro / Explorer Pro hulls, the access may be via a top hatch or front service hatch — refer to the BRP service manual for your specific hull.

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

STEP 2 — REMOVE THE FACTORY WATERBOX

The factory waterbox varies in size across HP tiers (larger on 300/325HP than on 130/170HP) but uses the same mounting geometry and V-belt interface across the family.



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Disconnect cooling water injection lines feeding the waterbox (2 small hose connections, spring clamps)

Loosen the inlet V-band clamp (where J-pipe meets waterbox)

Loosen the outlet V-band clamp (where waterbox meets rear-exhaust pipe)

Disconnect factory mounting straps (2 straps, 13 mm fasteners)

Lift the waterbox out — weight varies: ~7 lbs on 130/170 HP, ~9 lbs on 230 HP, ~10 lbs on 300/325 HP. Plan a clear path on the larger units.

Inspect the inlet and outlet V-band groove for any damage — must be undamaged for the new GT40 unit to seal

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

STEP 3 — INSTALL THE GT40 MOUNTING BRACKET

The Shorty Water Box uses a different mounting geometry than the factory unit. The supplied GT40 bracket replaces the factory mounting straps.

Position the GT40 bracket against the engine bay mounting bosses (the 1630 ACE platform has pre-drilled mounting bosses at the bracket location — they're visible as 8 mm tapped holes on the inboard engine bay sidewall)

Thread the 4 M10 × 30 mm SHCS through the bracket with flat washers

Snug all 4 evenly, then torque to **35 Nm (26 ft-lb)** in a cross pattern across two passes

Verify the bracket sits plumb and the Shorty Water Box will mate squarely with the inlet and outlet exhaust pipes

STEP 4 — PRE-FIT THE SHORTY WATER BOX

Before applying any sealant, dry-fit the box to verify alignment:

Position the supplied inlet adapter ring on the J-pipe outlet (or GT40 J-pipe delete adapter exit)

Position the supplied outlet adapter ring on the rear exhaust pipe inlet

Position the GT40 Shorty Water Box between the two adapter rings

Verify the box sits cleanly on the GT40 mounting bracket with no side load

Verify the inlet/outlet V-band grooves align perfectly with the adapter rings — no angular offset

If alignment is off: re-check Step 3 bracket position and adjust before proceeding



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STEP 5 — INSTALL WITH SEALANT

Apply marine anti-seize to all V-band clamp bolt threads

Position the inlet exhaust gasket between the adapter ring and the J-pipe outlet

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

Position the Shorty Water Box, aligning the inlet V-band groove with the adapter ring

Slide the supplied V-band clamp around the joint

Snug the inlet V-band finger-tight

Repeat for the outlet (gasket → sealant → V-band on the outlet adapter ring)

Once both V-bands are positioned and the box is properly aligned, torque both V-band clamps to **22 Nm (16 ft-lb)** in two passes

Wipe any sealant squeeze-out

STEP 6 — RECONNECT COOLING WATER INJECTION

Locate the two cooling water injection ports on the new GT40 Shorty Water Box (top face)

Reconnect the two factory injection hoses, ensuring spring clamps are properly seated

Verify hose routing avoids contact with the hot box body — minimum 25 mm clearance

STEP 7 — ALLOW SEALANT CURE TIME

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

Overnight cure recommended for full strength.

STEP 8 — REASSEMBLY AND FIRST START

After cure:

Walk the engine bay — every fastener, every V-band, 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)



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

Bring the engine to 3000 RPM briefly — confirm new free-flow exhaust note (noticeably louder on lower-HP, dramatic on 300/325 HP)

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

After shutdown, visually inspect both V-band joints 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 — gradual ramp to half throttle. Sealant final cure happens during this period under full operating temperature.

Exhaust note change varies by HP tier:

130/170 HP: subtle increase, more crisp than dramatic

230 HP: noticeable increase above 4000 RPM

300/325 HP: substantially louder than stock above 5000 RPM, dramatic free-flow character

Some hulls resonate at certain RPM — this is hull acoustics, not a fault.

TUNING

This kit is mechanical-only across the entire 1630 ACE family. No ECU tune required for fitment.

Gain by HP tier (mechanical-only, no tune):

130/170 HP: 3-5 HP

230 HP: 4-6 HP

300/325 HP: 8-12 HP

For full Stage 2 / Stage 3 builds on 300/325 HP applications, pair with:

GT40-SD-RDK-SD300 Ribbon Delete (required)

GT40-SD-EXH-ST3 Stage 3 Exhaust + J-Box Delete (for full exhaust path)

GT40-SD-INT-CF or **GT40-SD-INT-CF** Air Intake



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

Stage 2 or Stage 3 calibration via Magic Module or equivalent

SERVICE

Inspect both V-band joints every 25 run hours for any sealant weep

Re-torque both V-bands at the first 10-hour service to **22 Nm**

Inspect the GT40 mounting bracket every 50 hours for fastener security

After 200 hours, plan a full exhaust sealant inspection

Inspect the ceramic-coated interior annually (visible via the inlet/outlet opening) — recoat if visible degradation

TROUBLESHOOTING

| Symptom | Likely Cause | Fix |

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

| Sharp ticking at inlet or outlet V-band | Gasket failure | Stop, replace gasket + sealant, reinstall |

| Exhaust gas smell in engine bay | V-band leak | Retorque to 22 Nm, monitor, re-seal if persists |

| Box visibly shifted from install position | Mounting bracket bolts loose | Retorque M10 bracket bolts to 35 Nm |

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

| Engine performance unchanged on 300/325 HP | No supporting modifications | Shorty box is Stage 2 prep — pair with intake/tubing/ribbon delete for full gain |

| Subtle note change on 130/170 HP | Expected — low-HP applications gain less from waterbox alone | Not a fault |

| Excessive resonance at specific RPM | Normal hull acoustics | Not a fault — hull resonates at specific RPM with free-flow exhaust |

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



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TORQUE REFERENCE SUMMARY

| Fastener | Torque |

|---|---|

| GT40 mounting bracket M10 SHCS (all 4) | 35 Nm / 26 ft-lb |

| Inlet V-band clamp | 22 Nm / 16 ft-lb |

| Outlet V-band clamp | 22 Nm / 16 ft-lb |

| 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 injection points

Damage from operation outside the 1630 ACE engine family

Use on craft outside the listed fitment matrix (notably: any 1503 4-TEC, Spark, or pre-2020 craft)

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, your hull serial number, the model year, and the HP rating in any support correspondence.



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

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Replaces the earlier **GT40-SD-WB-325** draft — same physical product, broader fitment confirmed 2026-05-24 to cover entire 1630 ACE engine family (130-325 HP, 2020-2026 model years).

REAL SUPPORT

EMAIL SUPPORT BEFORE YOU BUY.

Send engine, model, year, and goal.

Engine / model / year

EMAIL SUPPORT

→ SUPPORT@GT40MARINE.COM



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