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GT40 GARAGE
Select your ride

CHOOSE

YAMAHA / EXHAUST

YAMAHA REAR EXHAUST KIT — INSTALL GUIDE

— Yamaha 1.8L / 1.9L

GT40-YAM-EXH-1819L

INTERMEDIATE

1.5-3 HRS

3 PAGES

TOOLS

- ✓ 10 mm / 13 mm sockets
- ✓ T25 + T30 Torx drivers
- ✓ 5 mm + 6 mm hex keys
- ✓ 1/4" + 3/8" drive torque wrenches, 5—25 Nm range
- ✓ 2-3/4" hole saw + arbor (only if installing new through-hull outlet)
- ✓ Hose-clamp pliers
- ✓ Marine-grade exhaust sealant applicator

PRO TIPS

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

Recheck clamp tension after the first 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

YAMAHA REAR EXHAUST KIT — INSTALL GUIDE

GT40 Marine | SKU **GT40-YAM-EXH-1819L** | Yamaha 1.8L / 1.9L Free-Flow Rear Exhaust | Rev 1.0 — 2026-05-24

FITMENT — YAMAHA 1.8L / 1.9L

| Family | Models | Years |

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

| FX (SVHO / SHO / HO) | FX, FX Cruiser, FX Limited, FX HO, FX Cruiser HO | 2008-2026 |

| GP Performance | FZR, FZS, GP1800, GP1800R, GP | 2009-2026 |

| VX Touring | VX Cruiser HO, VX Limited HO, VXR, VXS | 2011-2026 |

Not for: 1.0L / 1.05L / 1.6L Yamaha engines, JetBlaster, standup hulls. Confirm engine displacement (1.8L or 1.9L).

BEFORE YOU START — DECISION TREE

| # | Question | Branch |



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

| 1 | Engine 1.8L or 1.9L? | Continue |

| 2 | Running free-flow waterbox already? | Pairs strongly — gains compound. If not, recommend

GT40-YAM-WB-1819L install first |

| 3 | Tune above stock? | Requires full tune on SVHO; HO trim gains on stock tune |

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| 4 | Through-hull exhaust outlet already in place? | If new install, see Step 4 hull-cut procedure |

IN THE BOX

- (1) GT40 mandrel-bent stainless rear exhaust tube
- (1) Through-hull stainless outlet flange
- (1) Stainless V-band clamp, 2.5" ID
- (1) High-temperature exhaust gasket, fire-rated
- (3 ft) High-temperature silicone water injection hose, 3/4" ID
- (2) #12 stainless hose clamps
- (4) M8 × 25 mm SHCS — mounting hardware
- (4) M8 stainless flat washers
- (1) Marine-grade exhaust sealant tube
- (1) Hardware bag — spare gasket, spare V-band
- (1) GT40 product registration card
- (1) This guide

TOOLS REQUIRED

- 10 mm / 13 mm sockets
- T25 + T30 Torx drivers
- 5 mm + 6 mm hex keys
- 1/4" + 3/8" drive torque wrenches, 5—25 Nm range
- 2-3/4" hole saw + arbor (only if installing new through-hull outlet)
- Hose-clamp pliers
- Marine-grade exhaust sealant applicator
- Flashlight or headlamp
- Marine-grade copper anti-seize compound



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SAFETY

Battery disconnected for duration

Cold engine only — Yamaha 1.8L/1.9L exhaust retains heat for over an hour

Eye protection mandatory

Respirator mandatory if cutting through-hull (fiberglass dust)

No smoking / open flame

Two-person lift recommended for stainless tube positioning on FX Cruiser hulls

PRE-INSTALL CHECKLIST

Watercraft on stable trailer

Engine 1.8L/1.9L confirmed

Battery negative disconnected

Factory exhaust routing photographed

Sealant cure time scheduled (2 hours minimum before first start)

STEP-BY-STEP INSTALL

STEP 1 — ACCESS THE ENGINE BAY

Remove seat (two-person lift on FX Cruiser). Open engine bay top hatch. Disconnect battery negative.

STEP 2 — REMOVE FACTORY EXHAUST

Factory Yamaha rear exhaust connects from the waterbox outlet to the through-hull discharge fitting via a short tube.

Disconnect water injection line at the factory tube

Loosen the waterbox-to-rear-exhaust V-band clamp (13 mm)

Pull the factory exhaust tube free

Inspect the waterbox V-band groove + the through-hull approach for any damage



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STEP 3 — INSPECT AND CLEAN MOUNTING SURFACES

Wipe the waterbox V-band flange clean

Inspect for flatness and warping — surface must be uniform

Light scuff with 220-grit sandpaper if contaminated

Wipe with solvent, allow 60 seconds evaporation

STEP 4 — INSTALL THROUGH-HULL OUTLET (IF NEW INSTALL)

Skip this step if a through-hull outlet is already in place.

Use the supplied transom template (or measure for symmetric placement on Yamaha hull)

Center-punch the cut location

Pilot drill, then 2-3/4" hole saw at 300-500 RPM

Deburr cut edge

Vacuum all fiberglass dust

STEP 5 — INSTALL GT40 REAR EXHAUST TUBE

Apply marine anti-seize to V-band clamp threads

Position stainless gasket on the waterbox outlet flange

Apply thin bead of exhaust sealant to outboard face of gasket

Position GT40 stainless tube against waterbox flange

Slide V-band clamp around joint, snug finger-tight

Rotate tube to align with through-hull exit — straight approach, no side load

Torque V-band to **22 Nm (16 ft-lb)** in two passes

STEP 6 — INSTALL THROUGH-HULL OUTLET FLANGE

Apply marine sealant around the through-hull cut perimeter

Position the supplied outlet flange against the hull exterior

Thread 4 M8 × 25 mm SHCS through the flange + hull, with flat washers + lock nuts on interior side

Snug all 4 in a cross pattern

Wait 5 minutes for sealant skin-cure

Torque all 4 M8 to **8 Nm (71 in-lb)** in star pattern — over-tightening causes hull distortion



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STEP 7 — RECONNECT COOLING WATER INJECTION

Cut supplied silicone hose to length

Slide #12 clamps onto each end

Push hose onto engine block water source + onto the new GT40 tube's water injection port

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

Verify hose routing — minimum 25 mm clearance to hot exhaust components

STEP 8 — ALLOW SEALANT CURE

Minimum 2 hours cure time before engine start. **24 hours recommended** for full strength.

Saltwater exposure should not occur for 48 hours minimum.

STEP 9 — FIRST START

After cure:

Walk engine bay — every fastener, every clamp

Reconnect battery negative — torque to **10 Nm**

Connect cooling flush hose

Start engine on trailer — idle 60 seconds, listen for exhaust leaks

Verify water flow at through-hull outlet

Bring to 3000 RPM briefly — confirm new exhaust note (loud, free-flow)

Scan with Yamaha YDS — no new fault codes

If clean: install complete.

POST-INSTALL

BREAK-IN

First water test: conservative throttle for first 5 minutes — gradual ramp to half throttle. Sealant final cure happens during this period.

The Yamaha 1.8L/1.9L exhaust note will be substantially louder than stock. SVHO trim shows the most dramatic change. Some hulls resonate at specific RPM (typically 4500-5500) — normal hull acoustics, not a fault.



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TUNING

Mechanical-only. No tune required. Stage 2 tune yields full gain when paired with intake + intercooler + waterbox.

SERVICE

Inspect V-band joint every 25 hours

Re-torque V-band at 10-hour service to 22 Nm

Inspect through-hull seal annually for sealant migration

Annual freshwater flush of the exterior tube for saltwater operation

Replace silicone water injection hose every 3 seasons

TROUBLESHOOTING

| Symptom | Likely Cause | Fix |

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

| Sharp ticking at V-band | Gasket failure | Replace gasket + sealant, reinstall |

| Exhaust gas smell in bay | V-band leak | Retorque to 22 Nm, monitor |

| Water intrusion at through-hull | Sealant not cured | Trailer, allow 48 hr full cure, retorque M8 to 8 Nm |

| Steam in engine bay | Water injection hose failure | Inspect, replace, retighten clamps |

| Engine performance unchanged | No supporting modifications | Pair with intake + intercooler + tune for full gain |


| Hull resonance at 4500-5500 RPM | Normal acoustics | Not a fault |

TORQUE REFERENCE SUMMARY


| Fastener | Torque |

|---|---|

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



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| Through-hull flange M8 SHCS (4) | 8 Nm / 71 in-lb |

| Water injection #12 clamps | 3 Nm / 27 in-lb |

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

WARRANTY

90-day GT40 warranty per standard policy. Does not cover improper hull cut, premature engine start before cure, operation without proper water flow, or use outside fitment.

Claims: support@gt40marine.com with order, photos, failure description.

SUPPORT

Email: support@gt40marine.com

Site: gt40marine.com

Install help: include SKU, hull HIN, trim, model year, and engine displacement in correspondence

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

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REAL SUPPORT

EMAIL SUPPORT BEFORE YOU BUY.



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Send engine, model, year, and goal.

Engine / model / year

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STAGE KITS

SELECTOR

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