



\$0 ADDED - \$250 MORE FOR FREE SHIPPING \$250 GOAL

GT40 GARAGE

Select your ride

CHOOSE

YAMAHA / YAMAHA

# YAMAHA PRO-SERIES WATER BOX — INSTALL GUIDE

— Yamaha 1.8L / 1.9L 4-Cylinder Family (2008-2026)

GT40-YAM-WB-1819L

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
- Hose-clamp pliers
- Marine-grade exhaust sealant applicator (small brush)

## PRO TIPS

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

Recheck clamp tension after the first ride.



Home



Garage



Search



Menu

**AVOID**

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

# YAMAHA PRO-SERIES WATER BOX — INSTALL GUIDE



**GT40 Marine** | SKU **GT40-YAM-WB-1819L** | Yamaha 1.8L / 1.9L SVHO / SHO / HO Pro-Series Water Box | Rev 1.0 — 2026-05-24

## FITMENT — YAMAHA 1.8L / 1.9L 4-CYLINDER FAMILY (2008-2026)

This waterbox fits the entire Yamaha 1.8L (2008-2023) and 1.9L (2024+) 4-cylinder engine family across SVHO / SHO / HO trims. Fitment is determined by the exhaust manifold + waterbox mounting geometry shared across the Yamaha 1.8L/1.9L platform, NOT by HP rating.

### SVHO / SHO SUPERCHARGED (FX FAMILY)

- | Model | Years |
- | ---|---|
- | FX Cruiser SHO 1.8L | 2008-2016 |
- | FX SHO 1.8L | 2008-2015 |
- | FX Cruiser SVHO | 2014-2026 |
- | FX SVHO | 2014-2026 |
- | FX Limited SVHO | 2018-2026 |
- | FX Cruiser HO 1.8L | 2009-2023 |
- | FX Cruiser HO 1.9L | 2024-2026 |
- | FX HO 1.8L | 2009-2023 |
- | FX HO 1.9L | 2024-2026 |

 Home
 Garage

## GP / FZR / FZS PERFORMANCE FAMILY

| Model | Years |

|---|---|

| FZR | 2009-2016 |

| FZS | 2009-2016 |

| GP1800 | 2017-2018 |

| GP1800R HO | 2019-2023 |

| GP1800R SVHO | 2019-2023 |

| GP HO 1.9L | 2024-2026 |

| GP SVHO 1.8L | 2024-2026 |

## VX CRUISER HO / LIMITED HO TOURING FAMILY

| Model | Years |

|---|---|

| VX Cruiser HO 1.8L | 2014-2023 |

| VX Cruiser HO 1.9L | 2024-2026 |

| VX Limited HO 1.8L | 2018-2023 |

| VX Limited HO 1.9L | 2024-2026 |

| VXR 1.8L | 2011-2019 |

| VXS 1.8L | 2011-2016 |

**Not for:** Yamaha 1.0L / 1.05L (smaller-engine EX / VX Cruiser base / WaveRunner), Yamaha 1.6L (legacy SHO platform, different exhaust geometry), Yamaha JetBlaster (different platform). Confirm engine displacement (1.8L or 1.9L, both shown on the engine cover plate) before install.



Home



Garage

## BEFORE YOU START — DECISION TREE

This waterbox is a Stage 2+ upgrade — most beneficial when paired with supporting modifications.

Answer these before opening packaging:

| # | Question | Branch |

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

| 1 | Engine cover plate shows "1.8L" or "1.9L" + SVHO / SHO / HO trim? | Continue |

| 2 | Are you running a free-flow exhaust? | Recommended for max gain — pairs with the waterbox for substantial low-end + mid-range improvement |

| 3 | Are you running any kind of ECU tune? | 1.8L/1.9L SVHO gains 10-15 HP with tune + waterbox. Stock-tune gain is more modest (5-8 HP) |

| 4 | Is this a 1.6L / 1.0L / 1.05L engine? | This kit does NOT fit those smaller platforms |

| 5 | Is the engine pre-2008 (1.6L SHO original platform)? | Different platform, different waterbox — this kit does NOT fit |

## IN THE BOX

- (1) GT40 Yamaha Pro-Series Water Box, aluminum, powder-coated
- (1) Inlet hose flange adapter, machined for reliable coupler retention
- (1) Outlet hose flange adapter, machined
- (2) High-temperature silicone exhaust couplers, reinforced
- (4) Stainless T-bolt clamps, marine-grade
- (4) M10 × 30 mm SHCS — mounting hardware
- (4) M10 stainless flat washers
- (1) GT40 mounting bracket (mates to Yamaha factory waterbox mounting bosses)
- (1) High-temperature exhaust sealant tube, 4 oz
- (1) Hardware bag — spare clamps, spare gasket material
- (1) GT40 product registration card
- (1) This guide

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



Home



Garage

## 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

Hose-clamp pliers

Marine-grade exhaust sealant applicator (small brush)

Flashlight or headlamp

Shop towels

Marine-grade copper anti-seize compound

**Yamaha-specific:** the GP1800R / FZR / FZS hulls have particularly tight engine bay clearance — a swiveling-head ratchet is strongly recommended.

## SAFETY

Read in full before starting.

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

**Cold engine only.** Yamaha 1.8L / 1.9L exhaust manifold retains heat for over an hour after operation.

**Eye protection mandatory** when working around the exhaust system.

**Hand protection.** Sharp flange edges on marine exhaust components.

**No smoking / open flame.**

**Yamaha-specific lift caution:** the FX Cruiser hulls have a larger seat assembly than other Yamaha models — the seat is heavy and awkward; plan a two-person seat removal for FX Cruiser variants.

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



Home



Garage

## PRE-INSTALL CHECKLIST

- Watercraft on stable trailer or stand
- Engine cover plate confirms 1.8L or 1.9L SVHO / SHO / HO trim
- Battery negative disconnected and isolated
- Engine bay clean and dry
- Factory waterbox routing photographed before disassembly
- Marine-grade anti-seize ready
- 2 hours minimum for install + 2 hours sealant cure scheduled before first start
- Free-flow exhaust already installed (recommended pairing — gains compound when these two are installed together)

## STEP-BY-STEP INSTALL

### STEP 1 — ACCESS THE ENGINE BAY

Remove the seat. On FX Cruiser hulls, two-person lift recommended due to seat assembly weight.

Open the engine bay top hatch — Yamaha hulls have a top-hatch design that lifts away cleanly, unlike Sea-Doo's storage-bin-over-hatch geometry.

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

### STEP 2 — REMOVE THE FACTORY WATERBOX

The Yamaha 1.8L/1.9L factory waterbox is positioned aft of the engine on a center mount. Note: GPI800R / FZR / FZS owners may find this step easier than some install guidance indicates — many installers can remove the waterbox WITHOUT unbolting the exhaust manifold, contrary to some installation guidance. Confirm clearance on your specific hull before deciding the approach.

Disconnect the cooling water injection lines feeding the waterbox (typically 2-3 small hose connections, spring clamps)

Loosen the inlet hose coupler clamp on the upstream exhaust side

Loosen the outlet hose coupler clamp on the downstream exhaust side

Disconnect factory mounting hardware (typically 4 fasteners, 13 mm)

Lift the waterbox out — weight varies by trim, typical range 6-9 lbs



**GP1800R / FZR / FZS approach:** if clearance is tight, angle the waterbox 20-30 degrees during extraction rather than lifting straight up

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 GT40 Pro-Series waterbox uses a different mounting geometry than the factory unit. The supplied GT40 bracket adapts to the Yamaha mounting bosses.

Position the GT40 bracket against the engine bay mounting bosses (Yamaha 1.8L/1.9L platforms have factory mounting bosses at the bracket location)

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 new waterbox will mate squarely with the inlet and outlet exhaust pipes

### STEP 4 — PRE-FIT THE PRO-SERIES WATER BOX

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

Slide a T-bolt clamp onto each end of the supplied silicone couplers

Push one coupler onto the upstream exhaust pipe (inlet side)

Push the other coupler onto the downstream exhaust pipe (outlet side)

Position the GT40 waterbox between the two couplers

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

Verify the inlet/outlet hose flanges insert into the couplers cleanly — no angular offset

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

### STEP 5 — INSTALL WITH SEALANT

Apply marine anti-seize to the T-bolt clamp bolt threads

Push the inlet coupler fully home onto the GT40 waterbox inlet hose flange (1/2 in. minimum coupler engagement)

Position the T-bolt clamp head where it can be reached with a torque wrench

Apply a thin smear of high-temperature exhaust sealant inside the coupler at both junction points (waterbox side + upstream pipe side)

Repeat for the outlet



Torque all 4 T-bolt clamps to **5 Nm (44 in-lb)** alternating in two passes

Pull-test each joint — couplers should not slide on either fitting

## STEP 6 — RECONNECT COOLING WATER INJECTION

Locate the cooling water injection ports on the new GT40 waterbox (top face — Yamaha applications typically have 2 ports, FX Cruiser may have 3)

Reconnect the factory injection hoses to matching ports, ensuring spring clamps are properly seated

If port count doesn't match (factory has 3 hoses, waterbox has 2 ports — common on FX Cruiser): use the supplied tee fitting to merge two injection lines into one port

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 coupler, 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 top hatch and seat (two-person lift for FX Cruiser)

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 injection points — observe steam from the rear exhaust outlet

Bring the engine to 3000 RPM briefly — confirm new free-flow exhaust note

Scan with the Yamaha YDS diagnostic tool or compatible OBD reader — no new fault codes

After shutdown, visually inspect both couplers for any sealant migration

If clean: install complete.



Home



Garage

## 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.

Exhaust note change varies by trim:

HO (naturally aspirated): subtle increase, deeper rumble at idle

SHO (older supercharged): noticeable mid-range pull improvement

**SVHO (current supercharged):** dramatic — substantially louder above 5000 RPM, plus measurable low-end + mid-range gain from the unique baffle design

Yamaha hulls (particularly GP1800R / FZR / FZS) often resonate at specific RPM with free-flow exhaust components — this is hull acoustics, not a fault.

### TUNING

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

Gain by trim (mechanical-only, no tune):

HO 1.8L/1.9L: 4-6 HP

SHO 1.8L: 6-9 HP

SVHO 1.8L (and 1.9L equivalent): **10-15 HP plus significant torque improvement**

For full Stage 2 / Stage 3 SVHO builds, pair with:

Free-flow exhaust upgrade (typically GT40 Yamaha rear exhaust kit)

Yamaha intake upgrade (intake manifold + air filter housing)

Yamaha intercooler upgrade

Stage 2 or Stage 3 ECU calibration from a Yamaha-specific tuner

### SERVICE

Inspect both couplers every 25 run hours — retorque T-bolt clamps to **5 Nm** if any looseness

Inspect the GT40 mounting bracket every 50 hours for fastener security

Re-torque both T-bolt clamps and the 4 M10 bracket SHCS at the first 10-hour service

After 200 hours, plan a full exhaust seal inspection



Home



Garage

Powder coat: inspect annually for chipping or saltwater corrosion — touch up with marine-grade powder coat or paint as needed

## TROUBLESHOOTING

| Symptom | Likely Cause | Fix |

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

| Sharp ticking at inlet or outlet coupler | Coupler not seated fully | Re-seat coupler with 1/2" minimum engagement, retorque T-bolt to 5 Nm |

| Exhaust gas smell in engine bay | Coupler leak | Retorque T-bolts, monitor, re-seal if persists |

| Waterbox 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 spring clamps |

| Engine performance unchanged on naturally-aspirated HO | Expected — HO trim gains less from waterbox alone | Pair with free-flow exhaust + tune for measurable gain |

| SVHO performance well below the 10-15 HP figure | No supporting tune | Stage 2 tune unlocks full waterbox potential |

| Hose flange and coupler don't seat fully | Wrong coupler ID or factory exhaust pipe variation | Contact GT40 — coupler kit variants exist for some early-year hulls |

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

## TORQUE REFERENCE SUMMARY


| Fastener | Torque |

| ---|---|


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

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

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



Home



Garage

All torque values nominal — refer to current Yamaha 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 1.8L / 1.9L engine family (1.6L, 1.0L, 1.05L not covered)

Powder coat damage from saltwater operation without freshwater rinse protocol

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, your hull serial number, the model year, the trim level (HO / SHO / SVHO), and the engine displacement (1.8L or 1.9L) in any support correspondence

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

This guide is © 2026 GT40 Marine. All rights reserved.



Home



Garage

REAL SUPPORT

# EMAIL SUPPORT BEFORE YOU BUY.

Send engine, model, year, and goal.

Engine / model / year

EMAIL SUPPORT

→ SUPPORT@GT40MARINE.COM



Performance and marine replacement parts. Est. 2014.

Ships worldwide.

support@gt40marine.com

Ships worldwide

30-day returns on unused items

IG

FB

STAGE KITS Home

Garage

SELECTOR

**SEA-DOO**

**YAMAHA**

**SUPPORT**

Sea-Doo is a registered trademark of Bombardier Recreational Products Inc. Yamaha is a registered trademark of Yamaha Motor Co., Ltd. GT40 Marine is not affiliated with or endorsed by these manufacturers.

COPYRIGHT 2026 GT40 MARINE. ALL RIGHTS RESERVED.

[PRIVACY](#) [TERMS](#) [ACCESSIBILITY](#) [SHIPPING](#)  
[RETURNS](#)

  
Home

  
Garage