

Factory Pipe
Bill Of Materials
Yamaha GP1200R

| <u>Item</u> | <u>Qty</u> | <u>Part Number</u> | <u>Part Description</u> |
|--------------------|-------------------|---------------------------|--|
| 1 | 3 | COMASM0690 | Yam GP 800/XL1200/GP1200R flange Assy. |
| 2 | 1 | COMASM0840 | GP1200R Collector Assy. |
| 3 | 1 | COMASM0821 | GP1200R Mag Chamber Assy. |
| 4 | 1 | COMASM0822 | GP1200R Center Chamber Assy. |
| 5 | 1 | COMASM0823 | GP1200R PTO Chamber Assy. |
| 6 | 1 | COMST12002 | Mag Stinger Tailpipe (long S-bend) |
| 7 | 1 | COMST12003 | Center Stinger Tailpipe (45 deg. Bend) |
| 8 | 1 | COMST12001 | PTO Stinger Tailpipe (short S-Bend) |
| 9 | 1 | COMASM0825 | GP1200R/XL1200 Mag Bracket-Mount Assy. |
| 10 | 1 | COMASM0826 | GP1200R PTO Upper Bracket-Mount Assy. |
| 11 | 1 | COMASM0827 | GP1200R/XL1200 PTO Lower Bracket Assy. |
| 12 | 1 | COMASM0828 | GP1200R Filter Block Assy. |
| 13 | 1 | COMASM0829 | GP1200R Water Exit Manifold Assy. |
| 14 | 1 | COMASM0844 | GP1200R Cylinder Head Exit Waterlines |
| 15 | 1 | COMASM0832 | GP1200R Hardware Kit (Consisting of Parts #16-32) |
| 16* | 6 | COMASM0790 | Stainless Steel Exhaust Springs (with clear hose cover) |
| 17* | 12 | COMFAS0050 | 10mm x 40mm Hex Head Bolts |
| 18* | 6 | COMFAS0002 | 10mm Stainless Steel Spring Hook |
| 19* | 9 | COMCLP0020 | #32 Stainless Steel Hose Clamp |
| 20* | 3 | COMHOS00703 | 1-3/4" x 2-1/2" Silicone Coupler |
| 22* | 13 | COMCLP0010 | #6 S.S. Steel Hose Clamp |
| 23* | 7 | COMFAS0086 | 3/8" S.S. Flat Washers |
| 24* | 6 | COMFAS0046 | 10mm x 30mm Flange Head Bolt |
| 25* | 1 | COMFAS0280 | 3/8"-16 x 1" S.S. Hex Head Bolt |
| 26* | 5 | COMFAS0100 | 3/8"-16 x 3/4" S.S. Hex Head Bolt |
| 27* | 6 | COMFAS0040 | 10mm S.S. Lock Washer |
| 28* | 1 | COMBRK0214 | GP1200R/XL1200 Mag Case Bracket |
| 29* | 3 | COMGAS0150 | 7-1/4" long Graphite/Kevlar Sealing Ring |
| 32* | 2 | COMCLP0085 | P-Clamp |
| 33* | 1 | COMFAS0012 | #10 x 1/2" self tapping screw |

* Part of Hardware Kit

Required Parts Not Included in Kit: Aftermarket Rev Limiter/Ignition Module, Aftermarket Flame arrestors and Aftermarket Top Loader Intake Pump Grate and Ride Plate.

- < **CHECK CONTENTS AGAINST BILL OF MATERIALS. REPORT ANY SHORTAGES WHERE YOU PURCHASED YOUR FACTORY PIPE.**
- < **READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING INSTALLATION.**
- < **DO NOT USE THE STOCK IGNITION MODULE, ENGINE DAMAGE WILL OCCUR IF THE STOCK IGNITION TIMING CURVE IS USED.**
- < **AN AFTERMARKET INTAKE GRATE AND/OR RIDE PLATE MUST BE USED WITH THIS EXHAUST SYSTEM. INCREASED SPEEDS WILL RESULT IN DANGEROUS HANDLING WITHOUT THESE CHANGES.**



PTO Chamber



Mag Chamber



Center Chamber



Collector



Mag Stinger



Center Stinger



PTO Stinger



Mag Case Bracket



PTO Upper Bracket



PTO Lower Bracket



Mag Bracket



Flange



Filter Block Assy.



Water Exit Manifold



Cyl. Head Water Exit



Hardware Kit

Factory Pipe
Instructions
Yamaha GP1200R

Disconnect the battery and remove the power valve servo and cables with the bracket. Completely remove the stock exhaust/catalytic converter system from the cylinder to the water box and leave the stock 3/8" waterlines attached to the side squirters. Remove the two studs on the center cylinder. Retain the stock waterbox rubber coupler and clamp, stock front engine case bracket and stock exhaust manifold gasket. Remove the stock front air silencer and carburetor flame arrestors. Retain one of the rubber mounts and bolt. Remove the rear motor mount on the exhaust side of the boat and slide trim cable, stator wires, starter cable and ground cable under motor. Remove lower cable guide from hull to allow clearance for exhaust.

Install an aftermarket top loader intake grate and ignition system (or rev limiter/CDI module) as per the manufacturers instructions.

Install the three graphite/Kevlar sealing rings (Item #29) into the flanges (Item# 1)(Fig. 1) **Note: Kevlar seals should be 7 1/4" in length. Check length before installing.** Install the three flanges on the cylinder using the retained stock manifold gasket, 10mm x 40mm bolts (Item #17) and spring hooks (Item #18). The barbed hose fittings should point towards the front of the boat and the spring hooks should be turned outward at a 45 degree angle (Fig. #2). Torque all flange bolts to 30ft. lbs.

Lay the filter block assy. (Item #12) in the left side of the hull in the upper groove centered on the engine. Connect the front three non-filtered waterlines on the filter block assy. to the fittings on the exhaust flanges and secure with #6 hose clamps (Item #22) **Note: Waterline lengths are left long to accomodate different setups. Cut to suit your application.** Secure the filter assy to the hull using one of the "P" clamps (Item #32) and the #10 x 1/2" screw (Item #33). Use a 1/8" drill bit to pre-drill the hole for the screw (Fig. 3). Remove the stock black 5/8" x 4" piece of waterline from the stock "Y". Connect the 5/8" waterline from the filter assy. to the "Y" and secure with the supplied clamp.

Remove the air box silencer rubber mount from the left side of the mag cover. Install the Mag case bracket (Item #28) using the retained rubber mount and 8mm bolt and washer making sure that the steel collar is on the mag side of the bracket.(Fig #4).

Put the Center chamber (Item #4) in the boat and secure the rubber lord mount on chamber to the Mag case bracket using a 3/8"-16 x 3/4" bolt and washer (Item #26,23). Do not insert chamber into flange at this time (Fig. #5).

Install the Mag chamber (Item #3) starting with the pipe vertical and rotating it down and through the Center chamber. Now insert both the Mag and Center chambers into the flanges and secure with the exhaust springs (Item #16)(Fig #6). **Note: 1. After installation of Mag chamber remove the throttle cable from carb bracket and route through center of chamber to avoid stretching cable. 2. A small amount of grease on the O-rings will allow them to slide in easy.**

Install the Mag bracket (Item #9) on the stock front bracket using two 10mm x 30mm bolts (Item #24) and two 10mm lock washers (Item #27). Torque bolts to 30ft.lbs.

Attach Mag chamber to bracket using the 3/8" x 1" bolt (Item #25) and 3/8" flat washer (Item #23) on the exhaust side mount and a 3/8" x 3/4" bolt (Item #26) and flat washer (Item #23) on the carburetor side mount. **Note: Install the 3/8" x 1" bolt first.** Install a 3/8" x 3/4" bolt (Item #26) and flat washer (Item #23) on the upper mount of the Center chamber into the lord mount and tighten.

Attach the front two filtered waterlines (the larger diameter of the filter block is the filtered end) to the fittings on the Mag and Center chambers below the flanges using a #6 hose clamp (Item #13).

Install the Collector assy. (Item #2) into the waterbox coupler and rotate it so the bottom tube is 1/2" above hull. Do not tighten clamp at this time.

Note: 1. Do not use grease or oil on silicone couplers. Use only glass cleaner or water with dish soap if required. 2. You may want to leave all the hose clamps slightly loose on the stinger/collector/chamber connections until all three are installed and aligned.

Slip a #32 hose clamp (Item #19) over each coupler tube on the collector and leave loose. Install the Mag stinger tailpipe (Item #6) into the lower coupler on the collector. Then install a 1 3/4" x 2 1/2" silicone coupler (Item #20) between the Mag chamber and Mag stinger and lightly secure with #32 hose clamps (Item #19). Install the center stinger tailpipe (Item #7) into the upper coupler on the collector. Install a 1-3/4"x 2-1/2" silicone coupler (Item #20) between the center chamber and tailpipe and lightly secure with #32 hose clamps (Item #19) and lightly secure clamps on the rear collector (Fig. 7).

Install the PTO lower bracket (Item #11) using two 10mm x 30mm bolts (Item #24) and two 10mm lock washer (Item #27) onto the left rear engine case and torque to 30ft. lbs..

Remove the four nuts holding the battery tray and move it just slightly to make it easier to install PTO chamber. Install the PTO chamber (Item #5) into the flange and secure with exhaust springs (Item #16). Install a 3/8" x 3/4" bolt and washer (Item #26,23) through the PTO chamber into the lower mount bracket. Install the PTO upper bracket (Item #10) on the cylinder head using the remaining 10 x 30mm bolts (Item #24) and 10mm lock washers (Item #27) and torque to 30 ft.lbs. Install a 3/8" x 3/4" bolt and washer (Item #26,23) through the PTO chamber into the upper mount bracket. Install the PTO

stinger tailpipe (Item #8) into the remaining coupler on the collector and attach the 1-3/4"x 2-1/2" silicone coupler (Item #20) between the chamber and tailpipe and secure with #32 hose clamps (Item #19).

Attach the remaining waterline from the filter block assy. to the fitting on the PTO chamber and secure with a #6 hose clamp (Item #22). Connect the stock 1/2" outlet hose to the 1/2" fitting on the water exit manifold (Item #13) and secure with the retained stock clamp. Attach the three 3/8" waterlines to the outlet fitting on the end of each of the chambers and secure with #6 hose clamps (Item #22). **Note: You can also use 3 individual side squirters to bypass the exit water from the chambers.**

Install remaining P-Clamp (item #32) over 3/8" waterlines going to the Center and Mag chambers and attach to the left upper 6mm bolt hole on the PTO power valve assembly.

Attach the cylinder head exit waterlines (Item #14) to the water outlet fittings on the cylinder head. Attach the 3/8" barbed ends to the two retained stock waterlines from the side squirters at the front of the boat and secure all hoses with #6 hose clamps (Item #22).

IMPORTANT NOTES

- 1. You must run fuel with a minimum octane rating of 92 (premium pump fuel). Running a lower octane fuel can cause detonation and serious engine damage.**
- 2. Always warm up the engine prior to full throttle/high speed operation.**

CARBURETOR ADJUSTMENTS

Because of the number of variables involved with the triple pipes on this appliciton Factory Pipe makes no carburetor recommendations. Carburetor adjustments will vary depending on engine modifications, fuel, altitude and other variables. PLEASE CONSULT A QUALIFIED TECHNICIAN IF YOU ARE NOT FAMILIAR WITH TUNING YOUR CARBURETOR(S).



Fig. 1

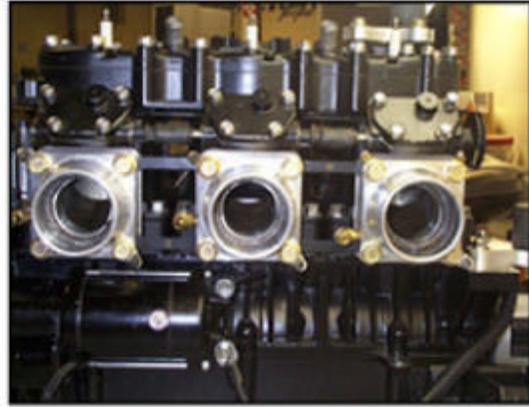


Fig. 2



Fig. 3

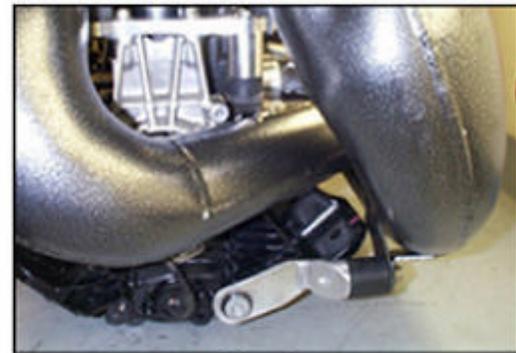


Fig. 4

XL1200 shown for reference



Fig. 5



Fig. 6



Fig. 7

XL1200 shown for reference

