

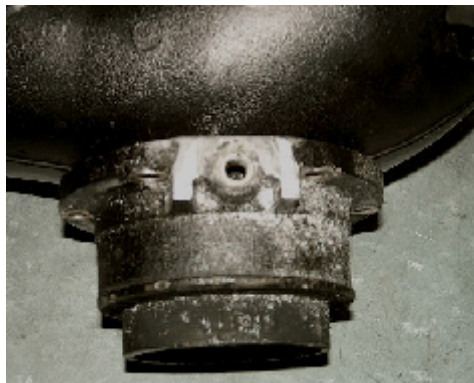
## **.GP1200R FLOW CONTROL MODIFICATION**

This modification will dramatically increase your bottom end response. A D-Plate and Free Flow modification are required.

| <b>Parts</b>   | <b>Quantity</b> |
|--|-----------------|
| Rubber gasket sheet  | 1               |
| Riva High Flow Pump Strainer. Which includes, strainer, 4 bolts and one 1/4 npt x 3/8 barb 90° fitting | 1               |
| Jetworks 3/8 Flow control valve  | 1               |
| 3/8 Riva Hull-Thru fitting   | 1               |
| 3/8 water line clamps  | 8-10            |
| 3/8 water hose   | 10 Feet         |
| 3/8 clear hose   | 1 Foot          |
| 1/8 npt x 3/8 barb 90° fitting   | 2               |
| Teflon Tape  | 1               |
| 10mm 1.25 Tap/Drill bit combo  | 1               |
| 1/8 npt Tap/Drill bit combo  | 1               |
| Hack Saw   | 1               |
| ½ x 3/8 Tee and (2)  | 1               |
| ½ inch clamps  | 2               |
| 3/8 barb coupler   | 1               |

Remove the OEM Stinger pipe and from it remove the end flange, from the flange remove the water temp sensor and with the hacksaw cut the two protective aluminum arms on it. Tap the hole where the water temp sensor was located using the 1/8 npt tap. There is no need to drill.

Using teflon tape on the threaded end install the 1/8 npt x 3/8 barb 90° fitting and clamp a 1 foot clear hose section to the fitting. This is where the Jetworks flow control valve will inject water .





Make a gasket just like in the picture to block all of the water from flowing to the waterbox and use the OEM metal gasket as well on the waterbox side of the flange to reinforce it.

The pipe will have two raised nipples, one on the bottom and another on top, drill the top nipple using the provided bit that came with the 10mm 1.25 tap kit and tap it. Drill the bottom nipple with the provided bit that came with the 1/8 NPT tap kit and cut the nipple flushed with the pipe flange, tap to 1/8 npt.



## **MAKE SURE NOT TO DRILL PASS THE WATER JACKET**

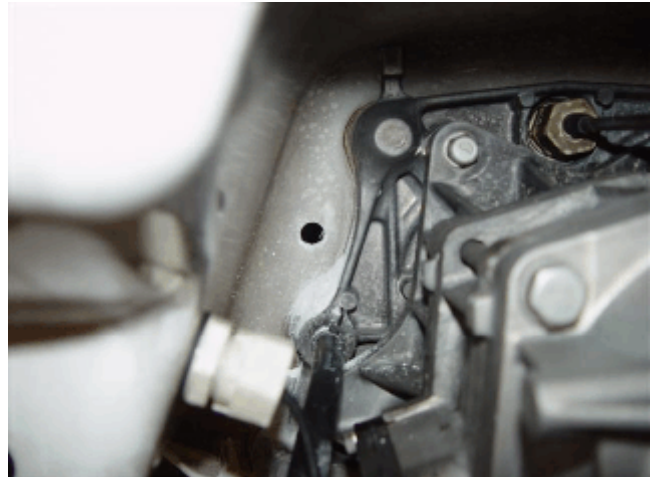
On the threads that end right where the nipples are located (the ones that were drilled) use 3 small washers on each side to prevent the length of the bolts from obstructing the bypass water flow or damaging the water temp sensor.

Install the 1/8 npt x 3/8 barb 90° fitting to the bottom 1/8 npt tapped pipe nipple using Teflon tape and attach the 2 foot section of 3/8. Install the 3/8 barb coupler to the other end of the hose. The barbed coupler will allow easy removal of the pipe since the bottom fitting clamp will be unreachable once the pipe is back in the ski.

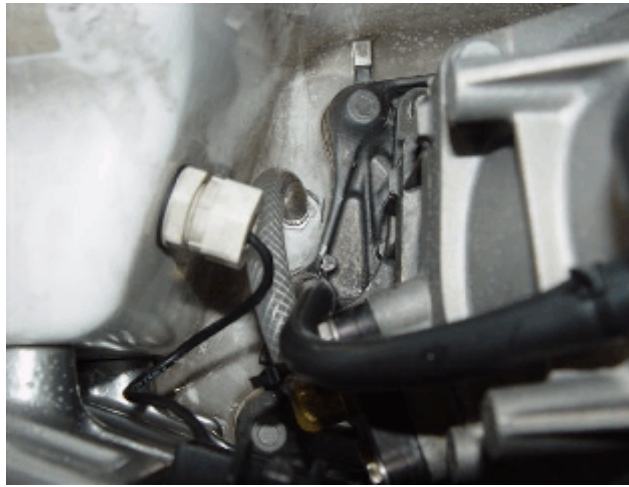
Install the OEM water temp sensor to the top 10mm tapped pipe nipple using Teflon tape.



Remove your ride plate and impeller pump assembly and install the Riva Dual Cooling High Flow Pump Strainer and drill the hull to install the 3/8 Hull-Thru fitting. Applying some silicone to both ends to prevent water leakage. To the strainer fitting attach an 8 inch section of 3/8 hose and clamp it accordingly, install the pump while trimming and clamping the hose to the Hull-Thru fitting.







Remove your battery box and splice the siphon line that comes from the OEM bilge strainer

**MAKE SURE THAT YOU CUT IT UNDER THE BATTERY BOX WHERE THE ½ HOSE RUNS AT ITS LOWEST POINT**

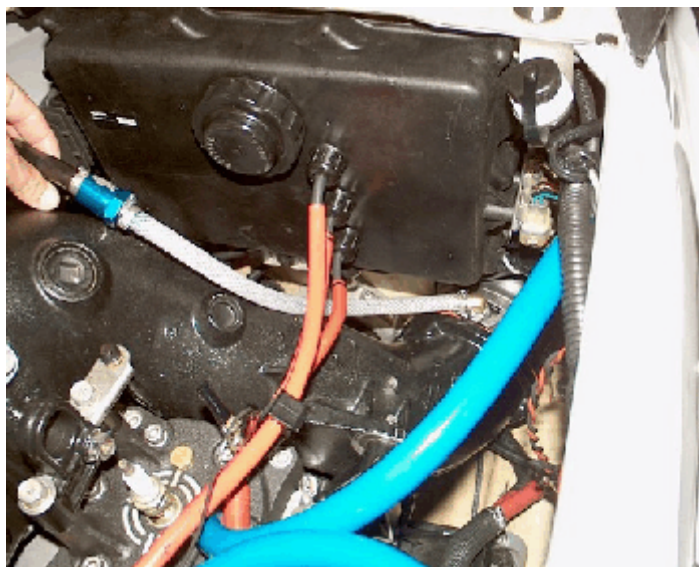
Install the ½ x 3/8 barb Tee and clamp accordingly. Cut a 4 foot section of water hose and clamp it to the 3/8 exposed Tee barbed end and clamp accordingly. Route the hose to run low in the hull thru the carb side of the bulkhead.

Cut a 5 foot section of hose and clamp it to the inner end of the thru hull fitting which will supply water to the Jetworks Flow Control Valve. Route the hose thru the carb side of the bulk head.

Install your Battery box, and OEM pipe back in the ski. There will be two hoses already attached to the pipe a 1 foot section of clear hose on top and a 2 foot section with a 3/8 barb coupler to the bottom fitting on the pipe.

Connect the hose that was Tee to the siphon line to the bottom pipe hose using the already installed barbed coupler. Trim the hose and clamp accordingly. Make sure that the hose lays low in the hull, preferably under the intermediate shaft.

Connect the the water supply line coming from the Hull-Thru fitting to the inlet end of the Jetworks flow control valve and connect the 1 foot section of clear hose already installed to the outlet end of the Jetworks flow control valve. Again trim the hose and clamp accordingly.



Reconnect your water temp sensor.

Once in the water adjust the flow control valve so it will open up at approximately 3500 RPM.

Following Jetworks instructions.

**NOW IS TIME TO KICK SOME ASS!!!!**