

Tempest 4 (T4) Installation Instructions Yamaha GP1100/1200V

For use with the following Yamaha models:

GP1100 Waverunner
GP1200V Waverunner

The T4 GP1200V Ignition System is a modified plug and play device. Every attempt was made to fit the T4 GP1200V into the same case size as the OEM ignition, but that was not possible. Therefore the T4 Ignition is slightly larger than the OEM ignition and may not fit in all OEM electric boxes. The electrical connections are the same. The T4 Ignition can be mounted externally without any problems.

Optional T4 Ignition functions available on this vehicle

- 3 water control channels
- Hole shot (stutter) limiter
- TPS (Throttle Position Sensor), with additional hardware

Contact the sales department at Advent Ignitions for additional information.

Installation overview

Installing the T4 GP1200V is straight forward but requires the installer to be able to follow step-by-step instructions to measure and cut wire, and strip and attach electrical connectors. During the process feel free to call Advent for any assistance you may require.

- Each step of the installation has a check box next to it. When you complete a step, check the box.

First Things First

 *Disconnect the battery positive cable (red) before proceeding.*

Remove OEM Ignition Module

1. Remove the screws that secure the bracket across the top of the OEM ignition. Set the screws aside.
2. Lift the OEM ignition from its mounting location and trace each wire from the ignition to its in-line connector. Separate these connectors to free the ignition to be removed. Set the ignition aside.

Determine the T4 mounting location

- The GP1200X T4 Ignition is designed to mount in the electrical box or, if space is not available, the T4 may be mounted externally. The wires supplied with the ignition are sufficiently long for external mounting.

Attach connector pins & sockets

- A kit containing all the required connectors and related parts is included with your ignition. Use only the components provided during this installation, using other parts will void your warranty.
- Quality wire crimping is essential to proper system operation. If you don't have the proper crimping tools or don't know how to correctly crimp a contact on a wire, please refer this part of the installation to a qualified technician.

Mount the T4 Ignition module

- Find a suitable mounting location, either internal or external to the electric box. Use the adhesive backed velcro type material supplied if needed.

Wiring the 4 circuit Crank Position Sensor (CPS) connector

- Determine the length of the wires that will be installed into the 4-circuit white nylon connector housing supplied with your ignition. Bundle the four wires listed below and cut them according to your measurements.

Wth/Blk
Wht/Red
Wht/Yel
Blk/Wht

Example: Wht/Grn indicates a white wire with green stripe.

- 1. Strip 1/8" (3mm) of insulation from the end of each wire.
- 2. Insert the end of each wire into the large end of the black silicon water seals
- 3. Feed the wire into the water seal until the insulation is flush with the exit end of the seal.
- 4. Crimp the connector pin on the exposed wire, then crimp the back tines around the small diameter of the water seal.

Note: A sample crimped wire is supplied to indicate how the crimping should look when complete.

- 5. Insert each of the wires into the circular opening of the connector housing as shown in Figure 2. The pins will only insert and latch into position in one orientation. So, if the pin doesn't easily insert, rotate it and try again.
- 6. Attach the newly wired connector to the mating part in the electric box.

Attach the ground lug

- 1. Measure and cut the black wire leading from the T4 connector to the 6mm ground bolt.
- 2. Strip 1/4" (6mm) of insulation from the end of the wire.
- 3. Slip 1/2" of black shrink tubing (supplied) over the wire.
- 4. Crimp or solder the ring lug (supplied) on the stripped portion of the wire.
- 5. Move the shrink tubing over the end of the ring lug and heat with a match until it shrinks into place.
- 6. Remove the loosely installed 6mm bolt with ring lugs, place this new ring lug over the screws shaft, reinstall the bolt and tighten.

Wire the ignition coil control wires

- Locate the three wires listed below which are part of the T4 connector. Determine the length of the wires needed to connect to the coil control wires in the electric box.

Blk/Wht
Blk/Yel
Blk/Orn

Example: Blk/Yel indicates a black wire with yellow stripe.

- 1. Strip 1/8" (3mm) of insulation from the end of each wire.
- 2. Thread each wire through the small end of a large blue splash guard.
- 3. Crimp the female bullet connector on the exposed wire, then crimp the back tines around the wire installation.
- 4. Plug each finished wire into the male connector of the same color wire from one of the ignition coils found in the electric box.

Attach +12V battery wire

- The T4 ignition uses the boat's battery as its power source, (The OEM ignition uses a stator coil for power). A red wire is installed in the T4 connector to connect to the battery. The T4 does not require an ON/OFF switch like MDS ignitions. The T4 automatically senses when to turn on and off.
- 1. Measure and cut the red wire leading from the T4 connector such that it has 4" of wire inside the electric box..
- 2. Strip 1/4" (6mm) of insulation from the end of the wire.
- 3. Thread the wire through the small end of a small blue splash guard.
- 4. Crimp the male bullet connector on the exposed wire, then crimp the back tines around the wire installation.
- 5. Locate the "Y" wire assembly, with red wire. Connect one of the female bullet connectors to the male bullet connector of the red wire coming from the T4 connector.
- 6. Locate any red wire in the electric box that has in-line bullet connectors. Separate the connector pair and connect the two remaining connectors of the "Y" cable assembly into these connectors.
- 7. Reconnect the battery cable.

Top Dead Center (TDC) calibration

***i* Do not start the engine at this time. Engine damage may occur.**

Proceed to the TDC calibration procedure section of the **Curve Devil user manual**.

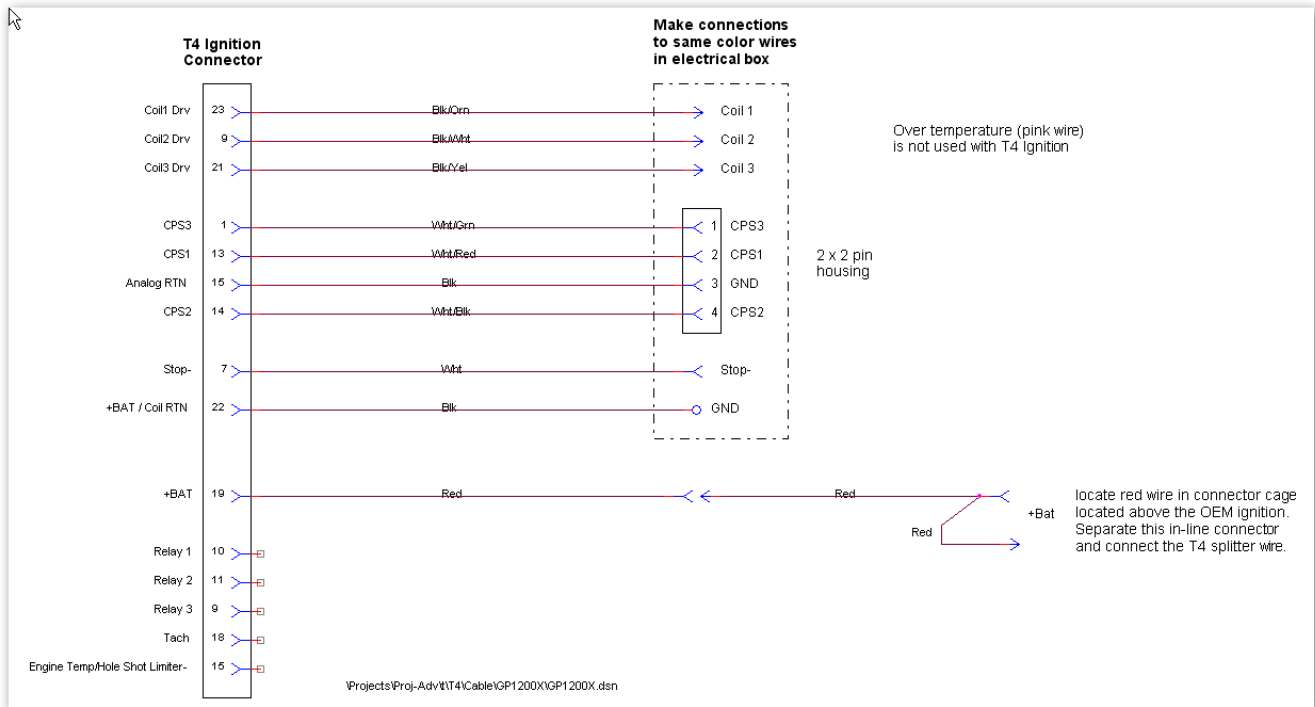


Figure 1

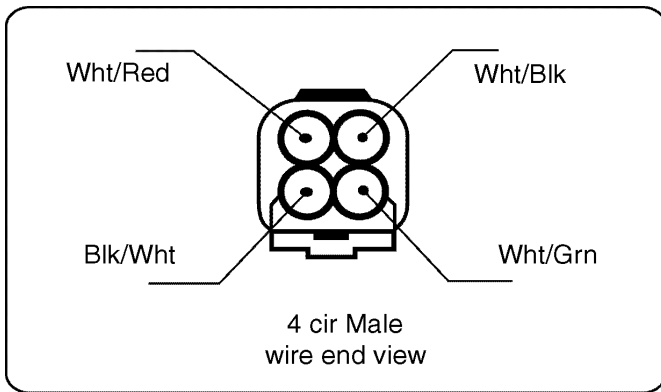


Figure 2

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