SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this Operator’s Guide, the Safety Handbook and on Warnings Labels could cause injury, including the possibility of death.

This Operator’s Guide, the Safety Handbook and videocassette should remain with the watercraft at the time of resale.
Doin' it on your new Sea-Doo Watercraft

Congratulations, you are now the proud owner of a Sea-Doo personal watercraft. Whether you are an experienced boater or are new to the sport of boating, we ask you to take the time to view the videocassette provided with the watercraft, to read this Operator's Guide, the safety handbook and familiarize yourself with the contents. These Guides contain pertinent information which, if followed, will provide you with the necessary knowledge to help you fully enjoy the pleasures of this craft.

We strongly recommend that any watercraft operator complete a safety boating course. Check with your local Coast Guard or Power and Sail Squadron in your area for course availability. More serious boaters may want to obtain "Chapman Piloting" by Elbert S. Maloney, available at most book stores.

When introducing your family or friends to the sport, be sure they fully understand the controls and operation of the watercraft and the importance of courteous, responsible riding.

Each operator has a responsibility to ensure the passenger safety and the safety of other water users. Please follow all safety instructions and drive with care.

We encourage you to have an Annual Safety Inspection of your watercraft. Please contact your dealer for further details.

Finally, we urge you to visit your dealer regularly for regular and safety maintenance as well as any watercraft accessories you may require.

Have fun and ..... Bon Voyage.
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The Operator’s Guide and Safety Handbook have been prepared to acquaint the owner/operator or passenger with this personal watercraft and its various controls, maintenance and safe riding instructions. Each is indispensable for the proper use of the product, and should be kept in a waterproof bag with the watercraft at all times.

For any questions pertaining to the warranty and its application, consult the WARRANTY section in this Guide, or an authorized SEA-DOO dealer.

This Guide uses the following symbols to emphasize particular information.

**WARNING**

Identifies an instruction which, if not followed, might cause serious personal injuries including the possibility of death.

**CAUTION**

Denotes an instruction which, if not followed, might severely damage the watercraft and/or components.

**NOTE:** Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, the understanding and application of the information will promote its correct use.

The information and components/system descriptions contained in this Guide are correct at the time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations show the typical construction of the different assemblies and may not represent the full detail or exact shape of the parts which have the same or a similar function.

Specifications are given in the SI metric system with the SAE U.S. equivalent in parenthesis. Where precise accuracy is not required, some conversions are rounded off for easier use.

A Shop Manual can be obtained for complete service, maintenance and more repair information.

The engine and the corresponding components identified in this guide should not be utilized on product(s) other than those they were designed for. Maintenance procedures and specified tightening torques must be strictly adhered to. Never attempt repairs unless the appropriate tools are available. These watercraft are designed with parts dimensioned in both the metric and the imperial systems. When replacing fasteners, make sure to use only those recommended by Bombardier. Mismatched or incorrect fasteners could cause damage to the watercraft or possible personal injury.
◆ SAFETY WARNING

◆ To fully appreciate the pleasures, enjoyment and excitement of boating there are some basic rules that MUST be observed and followed by any boater. Some rules may be new to you while others may be common sense or obvious, irrespective, we ask that you please take a few minutes of your time to read these safety instructions completely before you operate your craft. Failure to follow this safety information and safe boating rules could result in injury, including the possibility of death to you, your passenger(s), or other water users.

◆ Information in this Guide is limited. It is strongly recommended that you obtain further boating information from the local Coast Guard or Power Squadron. We further recommend you take a boating safety course. Check local and federal boating laws applicable to the waterways where you intend to use the craft. Learn the local rules of the road.

◆ Become completely familiar with the controls and operation of the craft before taking on a passenger(s) or embarking on a trip. If you have not had the opportunity to do so with your dealer, practice driving solo in a suitable area and feel the response of each control. Be fully familiar with all controls before fully advancing the throttle.

◆ The performance of this craft may significantly exceed that of other craft you may have operated. Therefore, use of this craft by a novice or inexperienced operator is not recommended.

◆ Observe and follow all on-product warning labels and the content of this Guide.

◆ Operator and passenger(s) should wear suitable eye and body protection, as well as deck shoes or booties. Long hair or loose clothes should be securely attached to prevent snagging in the water intake.

◆ Coast Guard approved personal flotation devices (PFD) must be worn when riding the watercraft.

◆ Operation of this craft by a minor or disabled person is NOT recommended.

◆ Do not operate the craft after consuming alcohol or drugs.

◆ Always perform the pre-operation checks as specified in this Guide. This includes:
  – Attaching the safety lanyard.
  – Verification of throttle lever and steering movement.
  – Verification of start/stop button operation.
  – Oil and fuel levels.
  – Adequate water depth.
  – Required boating equipment. (Know how to use each).

◆ The operator and passenger(s) must be properly seated before starting or moving the craft.

◆ Wave or wake jumping can be dangerous and in many regions illegal.

◆ Most boating accidents result from the failure of the operator to keep a lookout for other water users or other potential hazards. Keep a safe distance from other boats. Do not attempt to splash others with your wake. Do not ride on the surf line.

◆ To prevent accidental starting or unauthorized use, always detach the safety lanyard from the boat, especially during maintenance, cleaning of the intake grate, or when swimmers are nearby.
◆ Ensure that all passengers know how to reboard the craft from the water.
◆ Always have an observer while towing a skier.
◆ Know the waters in which the craft is to be operated. Current, tides, rapids, shallow water, hidden obstacles etc., can affect safe operation.
◆ When boating, apply the principle of 1/3 fuel to destination, 1/3 back and 1/3 reserve fuel supply.
◆ Maintain the craft and equipment in top condition at all times. Adhere to the prescribed maintenance schedules. Use a protective cover when not in use. After salt or foul water use, the craft should be thoroughly rinsed and protected from corrosion. If you suspect water ingestion into the engine, contact your dealer for proper servicing.
◆ The bilge must be kept clean of oil, water or other foreign materials. Do not carry spare fuel and inflammable liquids in any of the storage or engine compartments.
◆ Avoid adding on accessories, carrying equipment or passengers which may alter the craft’s configuration or balance.
◆ Only perform servicing procedures which are detailed in this Guide. Further assistance or information can be obtained from your dealer. In many instances proper tools and training is required for certain servicing or repair procedures.
◆ Gasoline fumes are inflammable and explosive. Always adhere to the fueling procedure contained in this Guide and those given to you by the marina.

◆ Always keep in mind that as the throttle lever is released to idle position, less directional control is available. To turn the craft, both steering and throttle are necessary. This craft has the capability of turning more sharply than other boats, however, unless in an emergency, do not negotiate sharp, high speed turns.
◆ Like any other boat, this craft has no brake. Stopping distance will vary depending on initial speed, load, wind, and water conditions. Practice stopping and docking in a safe area to have an idea of how long it will take to stop the craft under varying conditions.
◆ Prolonged exposure to the sun, wind, etc., causes fatigue and may affect your reaction time.
◆ Do not overload the craft or take on more passengers than designated for the intended type of boating. Load and altitude will also affect craft performance.
◆ Riding with a passenger(s) makes the craft handle differently and requires greater skill.
◆ Proceed with caution and at very low speeds in shallow water. Grounding or abrupt stops may result, or debris may be picked up and be jettisoned rearward to people or property.
◆ As the "skipper" of a boat you are responsible for damage to other boats caused by the wake of your craft. Respect no wake zones.
◆ Respect the rights of other water users and the environment. Allow no one to throw refuse overboard.
◆ Do not operate the craft in inclement weather.
◆ This watercraft is not designed for night-time operation.
Lifting the craft requires special equipment and experience. Do not attempt to lift the craft without such experience or equipment.

Respect the safety and comfort of your passenger(s) and persons being towed on skis or other water toys.

Always carry the regulatory required safety items on board. Check with local regulations or your dealer.

Due to the close proximity of other racers, it is recommended that an approved personal watercraft helmet be used during racing events. Read and follow all instructions and warnings provided with the helmet.

Drive prudently and have fun.
# LIST OF DISTRIBUTORS

## NORTH AMERICA

<table>
<thead>
<tr>
<th>U.S.A: (Except Puerto Rico)</th>
<th>BOMBARDIER MOTOR CORPORATION OF AMERICA</th>
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<tbody>
<tr>
<td></td>
<td>7575 BOMBARDIER COURT</td>
</tr>
<tr>
<td></td>
<td>P.O. BOX 8035</td>
</tr>
<tr>
<td></td>
<td>WAUSAU, WI 54402-8035</td>
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<tr>
<td></td>
<td>Phone: (715) 842-8886</td>
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<tr>
<th>CANADA</th>
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<td>Alberta</td>
<td>SEA-DOO SERVICE DEPARTMENT</td>
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<tr>
<td>British Columbia</td>
<td>VALCOURT, QUEBEC</td>
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<tr>
<td>Manitoba</td>
<td>JOE 2L0</td>
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<tr>
<td>North West Territories</td>
<td>Phone: (514) 532-2211</td>
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<tr>
<td>Ontario</td>
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<td>Quebec</td>
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<td>Prince Edward Island</td>
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<td>R.P.O. BOX 1050</td>
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<td></td>
<td>RIVERSIDE DRIVE</td>
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<td>CORNER BROOKE, NFLD</td>
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<td></td>
<td>A2H 6J3</td>
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<tr>
<td></td>
<td>Phone: (709) 634-3533</td>
</tr>
<tr>
<td></td>
<td>FAX: (709) 634-2444</td>
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If your SEA-DOO requires warranty service, you must take it to any authorized SEA-DOO dealer. Be sure to bring your warranty registration card or other valid proof of the original date of purchase. If a question or problem arises regarding warranty, first contact the service manager or owner of the SEA-DOO dealership.

To find the nearest authorized Sea-Doo dealer, dial: 1-800-882-2900.

**NOTE:** If outside North America, consult the local distributor.
THE 1997 BOMBARDIER WATERCRAFT LIMITED WARRANTY (NORTH AMERICA) ______

1) WARRANTY COVERAGE PERIOD
BOMBARDIER INC. ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 1997 SEA-DOO watercraft sold, as NEW and UNUSED and PREDELIVERED by an authorized North American SEA-DOO watercraft dealer, will be free from any defects in material and/or workmanship for a PERIOD of:
TWELVE (12) CONSECUTIVE MONTHS, for private use owners, or
FOUR (4) CONSECUTIVE MONTHS for commercial use owners.
All genuine Bombardier accessories, installed by an authorized SEA-DOO dealer at the time of delivery of the new and unused SEA-DOO, carry the same Warranty Coverage Period as for the SEA-DOO watercraft.

2) WHAT BOMBARDIER WILL DO
BOMBARDIER will repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any authorized SEA-DOO dealer during the Warranty Coverage Period.

3) CONDITION TO HAVE WARRANTY WORK VALIDATED
The customer must notify an authorized SEA-DOO watercraft dealer within two (2) days of the appearance of the defect in material and/or workmanship and present to the servicing authorized SEA-DOO dealer the SEA-DOO Warranty Registration Card or a proof of purchase of the NEW and UNUSED 1997 SEA-DOO watercraft and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4) EXCLUSIONS - ARE NOT WARRANTED
Normal wear and tear items;
Labor, parts and lubricant costs of all maintenance services;
Damage caused by failure to provide proper maintenance and/or storage, as described in the 1997 SEA-DOO watercraft Operator’s Guide;
Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized SEA-DOO dealer;
Damage resulting from abuse, misuse, neglect, racing;
Damage resulting from accident, fire, theft, vandalism or any act of God;
Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi;
Water damages caused by water ingestion;
Damage related to gel coat finish including but not limited to cosmetic gel coat finish, blisters or fiberglass delamination caused by blisters, crazing, spyder or hairline cracks; and
Damages resulting from improper service or maintenance.
5) LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights which may vary from state to state, or province to province. WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

Neither the distributor, any authorized SEA-DOO dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

BOMBARDIER reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the SEA-DOO watercraft sold while this warranty is in effect.

6) CONSUMER ASSISTANCE

In the event of a controversy or a dispute arising in connection with this BOMBARDIER LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer’s service manager or owner.

If further assistance is required, the DISTRIBUTOR’s service department should be contacted in order to resolve the matter.

If the issue has still not been resolved, please submit in writing your complaint to:

In Canada:
BOMBARDIER INC.
SEA-DOO/SKI-DOO Division
Customer Assistance Center
Valcourt, Québec
CANADA J0E 2L0
Tel: 514-532-5000

In USA:
BOMBARDIER MOTOR CORPORATION OF AMERICA
SEA-DOO/SKI-DOO Division
Customer Assistance Center
P.O. Box 8035
7575 Bombardier Court
Wausau, WI 54402-8035
Tel: 715-848-4957

BOMBARDIER INC
SEA-DOO/SKI-DOO Division
May 1996
®Registered trademark of Bombardier Inc. and/or affiliates.
REGISTRATION NUMBER LOCATION

All personal watercraft are required by federal law to be registered and legally numbered.

Due to space availability for proper display of registration number, refer to following illustrations for location. The registration number must appear on each side of the watercraft.

**SP SERIES**
1. Registration number location

**GTS MODEL**
1. Registration number location
HX MODEL
1. Registration number location

GS SERIES
1. Registration number location
**GTI/GTX MODELS**
1. Registration number location

**XP MODEL**
1. Registration number location
LOCATION OF THE IMPORTANT LABELS

Please read the following labels carefully before operating this watercraft.

SP SERIES

GTS MODEL
Meeting head on: KEEP RIGHT.
Passing: Give right of way to other boat and KEEP CLEAR.
Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.

REMEMBER THESE RULES OF THE ROAD

WARNING

Read all warning labels, Operator Guide, & Safety Handbook before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft.
• Check throttle & steering operation before starting engine.
• Directional control is lost when throttle is released or engine shut off.
• Do not splash others or jump waves or wakes with this watercraft.
• Operator and passenger should always wear approved life vests and recommended clothing.
• Gasoline is explosive. Always observe proper fueling practices and maintenance.
• Properly attach safety lanyard to your life vest.
• This watercraft is not designed for night time operation.
• Seating is limited to one operator and one passenger (350 lbs.)
• Keep a safe distance from all other water users. Be aware of all boating regulations.

starboard
port
bow
stern

YIELD ZONE

www.SeaDooManuals.net
**HX MODEL**

**MEMORIZE THE RULES OF THE ROAD**

1. **WARNING**
   - Severe injury or death can result from ignoring warnings or through improper use of this watercraft. THE PERFORMANCE OF THIS WATERCRAFT MAY SIGNIFICANTLY EXCEED THAT OF OTHER WATERCRAFT YOU MAY HAVE OPERATED. THEREFORE, USE OF THIS WATERCRAFT BY INEXPERIENCED OPERATORS IS NOT RECOMMENDED.
   - Check throttle & steering operation before starting engine.
   - Directional control is lost when throttle is released or engine shut off.
   - Do not splash others or jump waves or wakes with the watercraft.
   - Operator should always wear an approved life vest and recommended clothing.
   - Gasoline is explosive. Always observe proper fueling practices and maintenance.
   - Properly attach safety lanyard to your life vest.
   - This watercraft is not designed for night-time operation.
   - Seating is limited to one operator (250 lbs.)
   - Keep a safe distance from all other water users. Be aware of all boating regulations.

2. **WARNING**
   - DO NOT BOOST BATTERY. SERVICING OF ELECTRICAL COMPONENTS SHOULD BE DONE BY DEALER ONLY.

3. **WARNING**
   - This boat is not required to comply with the following U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION:
     - Display of Capacity Information
     - Flotation
     - Powered Ventilation

   AS AUTHORIZED BY U.S. COAST GUARD GRANT OF EXEMPTION (CG0 88-001).

4. **WARNING**
   - While fueling, stop engine. Fuel tank may be pressurized, slowly turn cap when opening. Keep watercraft level. Do not overfill. Check oil level. Periodically, verify fuel system.

5. **WARNING**
   - After roll over, always tip watercraft as shown before restarting engine.

**GTS MODEL**

**MEMORIZE LES RÈGLES DE NAVIGATION SUIVANTES**

1. **AVERTISSEMENT**
   - S’assurer de lire les ÉTIQUETTES D’AVERTISSEMENT, le GUIDE DU CONDUCTEUR et le GUIDE DESÉCURITÉ avant d’utiliser la motomarine. Toute omission de se conformer aux avertissements ou à une utilisation adéquate peut occasionner de graves blessures et même la mort.
   - Capacité de charge : 1 conducteur et 2 passagers (225 kg).
   - Vérifier si l’accélérateur et le guidon fonctionnent bien avant de mettre le moteur et le conducteur du bateau avant de démarrer.
   - Il est impossible de diriger la motomarine lorsque l’accélérateur est relâché ou que le moteur est arrêté.
   - Ne jamais prendre part à des bateaux à moteur sans que le conducteur est arrêté.
   - Ne pas brûler l’admission de la turbine lorsque le moteur est arrêté.
   - Le conducteur et le passager doivent toujours porter un gilet de sauvetage.
   - Faire totalement le cordon de sécurité à son gilet de sauvetage.
   - Cette motomarine n’est pas conçue pour courir la nuit.
   - Cette motomarine n’est pas conçue pour courir la nuit.
   - Cette motomarine n’est pas conçue pour courir la nuit.
   - Assise limitée à deux personnes avec siège de randonnée optionnel.

2. **AVERTISSEMENT**
   - **Pas de boost de batterie***
   - **Service de composants électriques doit être effectué uniquement par le concessionnaire.***

3. **AVERTISSEMENT**
   - **Ce bateau n’est pas obligé de respecter les suivants standards de sécurité U.S. COAST GUARD en effet le jour de la certification:**
     - Affichage des informations de la capacité
     - Flottabilité
     - Ventilation motorisée

AS AUTHORIZED BY U.S. COAST GUARD GRANT OF EXEMPTION (CG9 88-001).

4. **AVERTISSEMENT**
   - **En roulis, toujours le tourner comme montré avant le remise en service de l’engine.**

5. **AVERTISSEMENT**
   - **Entre le carburant, arrêter le moteur. Le réservoir de carburant peut être sous pression, tournez lentement la vis de fermeture lors de l’ouverture.**

---

www.SeaDooManuals.net
WARNING
NOT A GRAB HANDLE
USE REVERSE ONLY AT VERY LOW SPEED

CAUTION
USE ONLY BOMBARDIER ROTAX SYNTHETIC TWO-STROKE OIL
ASH FREE-BIODEGRADABLE SPEC. CEC L-33A-82.
TYPICAL — GTI/GTX MODELS
THIS BOAT IS NOT REQUIRED TO COMPLY WITH THE FOLLOWING U.S. COAST GUARD SAFETY STANDARDS IN EFFECT ON THE DATE OF CERTIFICATION:

- Fuel System
- Display of Capacity Information
- Safe Loading
- Flotation
- Powered Ventilation

AS AUTHORIZED BY U.S. COAST GUARD GRANT OF EXEMPTION (CGB 88-001).

Bombardier Corp. 7575 Bombardier Court, Wausau, WI 54401
Made in Canada/Fabriqué au Canada Bombardier Inc. Rd./Enr.,1988

CAUTION

USE ONLY BOMBARDIER ROTAX SYNTHETIC TWO-STROKE OIL: ASH FREE-BIODEGRADABLE SPEC. CEC L-33A-82.
Meeting head on:
KEEP RIGHT.

Passing: Give right of way to other boat and KEEP CLEAR.

Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.

REMEMBER THESE RULES OF THE ROAD

WARNING
Read all warning labels, Operator Guide, & Safety Handbook before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft.

• Check throttle & steering operation before starting engine.
• Directional control is lost when throttle is released or engine shut off.
• Do not splash others or jump waves or wakes with this watercraft.
• Operator and passenger should always wear approved life vests and recommended clothing.
• Gasoline is explosive. Always observe proper fueling practices and maintenance.
• Properly attach safety lanyard to your life vest.
• This watercraft is not designed for night-time operation.
• Seating is limited to one operator and one passenger (350 lbs.)
• Keep a safe distance from all other water users. Be aware of all boating regulations.

TO CLOSE / POUR FERMER

WARNING
WHILE FUELING, STOP ENGINE. FUEL TANK MAY BE PRESSURIZED, SLOWLY TURN CAP WHEN OPENING.
KEEP WATERCRAFT LEVEL. DO NOT OVERFILL. CHECK OIL LEVEL. PERIODICALLY, VERIFY FUEL SYSTEM.

CAUTION
MAKE SURE ENGINE IS OFF
GRAB INLET GRATE AND STEP ON BUMPER RAIL
ROLL BOAT CLOCKWISE

AFTER ROLL OVER
ALWAYS TIP WATERCRAFT AS SHOWN BEFORE RESTARTING ENGINE

WARNING
DO NOT BOOST BATTERY. SERVICING OF ELECTRICAL COMPONENTS SHOULD BE DONE BY DEALER ONLY.
Meeting head on: KEEP RIGHT
Passing: Give right of way to other boat and KEEP CLEAR.
Crossing: GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross in front of a boat.

**WARNING**
Read all warning labels, Operator Guide, & Safety Handbook before operation. Severe injury or death can result from ignoring warnings or through improper use of this watercraft.

- Check throttle & steering operation before starting engine.
- Directional control is lost when throttle is released or engine shut off.
- Do not splash others or jump waves or wakeless with this watercraft.
- Operator and passengers should always wear approved life vests and recommended clothing.
- Gasoline is explosive. Always observe proper fueling practices and maintenance.
- Properly attachment safety tethers to your vest.
- This watercraft is not designed for nighttime operation.
- Speeding is limited to one operator and two passengers (605 lbs.).
- Keep a safe distance from all other water users. Be aware of all boating regulations.

---

**WARNING**
Read all warning labels, Operator Guide & safety documents before operating. Severe injury or death can result from ignoring such notice or improper use of the watercraft.

- Check throttle & steering before starting engine.
- Directional control is lost when throttle is released or engine is turned off.
- Do not splash others or jump waves or wakes.
- Never exceed 5 mph when seeding the PSS (clutch in).
- This watercraft is not designed for night time operation.
- This watercraft is not designed for night time operation.
- Keep a safe distance from all other water users. Be aware of all boating regulations.
The main components of the watercraft (engine and hull) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace the watercraft in the event of theft.

**Hull Identification Number**

**All Models (Except GS Series/GTI/GTX/XP)**

The Hull Identification Number (H.I.N.) is located at right hand rear side of hull.

**GS Series/GTI/GTX Models**

The Hull Identification Number (H.I.N.) is located on floorboard at the rear of watercraft.

**XP Model**

The Hull Identification Number (H.I.N.) is located on floorboard at the rear of watercraft behind the rear cover.

It is composed of 9 digits:

```
Z Z N 1 2 3 4 5 L 4 9 5
```

- Model year
- Serial number
- Year of production
- Month of production

*A letter may also be used as a digit.*
Engine Identification Number

All Engines Except the 787

The Engine Identification Number (E.I.N.) is located on the upper side of the magneto housing.

787 Engine Only

The Engine Identification Number (E.I.N.) is located on the upper crankcase on PTO side.
COMPONENT FUNCTIONS

**NOTE:** Some components do not apply or are optional on some models.

*SP Series*
**HX Model**

- **Meeting head on:** KEEP RIGHT
- **Passing:** Give right of way to other boat and KEEP CLEAR.
- **Crossing:** GIVE RIGHT OF WAY to boats ahead and to your right (see Yield Zone). Never cross starboard port bow stern.

**REMEMBER THESE RULES OF THE ROAD**

**WARNING**
- Read the operator's guide.
- Check federal and local boating rules.
- Vehicle carrying capacity: 3 people.
- This watercraft is not designed for night-time operation.
- Operator and passengers should always wear an approved flotation device.
- Check throttle and steering system operating condition before starting engine.
- Remove debris from jet intake only when engine is turned off.
- Securely attach the stop switch tether to your flotation vest. Remove tether from switch when vehicle is not in use.

**ALWAYS RIDE RESPONSIBLY! KNOW BEFORE YOU GO!**

---

**YIELD ZONE**

1. **1**
2. **2**
3. **3**
4. **4**
5. **5**
6. **6**
7. **10-22**
8. **31**
9. **13**
10. **11**
11. **48**
12. **32**
13. **44**
14. **15**
15. **F05UEM**
WARNING
REMEMBER THESE RULES OF THE ROAD
GS Series and GTI/GTX Models
XP Model

9
31
1
19
13
46
14
48
15

3
18
5
26
20
25
10
15

16
6
2
4

XP
1) Handlebar
The handlebar controls the direction of the watercraft. Turning the handlebar to the right steers the watercraft to the right and inversely.

◆ WARNING
Check handlebar and corresponding steering nozzle operation before starting.

2) Throttle Lever
It controls the speed of the engine and therefore, the speed of the watercraft. When squeezed, watercraft accelerates. When fully released, engine automatically returns to idle speed and watercraft is gradually stopped by water drag.

◆ WARNING
Check throttle lever operation before starting the engine.

3) Engine Start/Stop Button
To start engine, depress and hold the button. Release immediately after engine is started.
To stop engine, fully release throttle lever then depress the button and disconnect safety lanyard from the switch.

◆ WARNING
When the engine is stopped, watercraft directional control is not available.

4) Choke Lever
The choke is provided to supply a richer fuel/air mixture when starting a cold engine. When the lever is completely pulled, the choke is fully applied. The use of the choke is not recommended with a warm engine.

5) Fuel Valve
A 3-position rotating valve: OFF, ON and RESERVE:
OFF: Stop fuel supply to carburetor(s).
ON: Allows fuel to flow to carburetor(s). This is the normal position for operation of watercraft.
RESERVE: Use when watercraft is not operated.

▶ CAUTION
A partially open fuel valve will lead to fuel starvation and possible engine damage.
RES: Use when the watercraft has run out of fuel in the ON position.

**WARNING**

Always refill the fuel tank at the first opportunity. After refueling, turn the fuel valve to the ON position to continue operation.

### 6) Safety Lanyard Switch

Pulling the safety lanyard from the switch stops the engine operation. Attach the safety lanyard to the operator’s Personal Flotation Device and snap the cap to the switch to be able to start the engine.

The safety lanyard cap must be securely snapped onto its switch to be fully operational.

**WARNING**

Should the safety lanyard cap become loose or fails to remain on its switch, replace it immediately.

**WARNING**

Should the engine be stopped, watercraft directional control is not available. Always disconnect safety lanyard when leaving watercraft.

**Digitally Encoded Security System (If Equipped)**

This system allows an anti-start protection against unauthorized use of the craft. Dealer programmed, the safety lanyard provided with your watercraft is the only one that allows engine starting.

**NOTE:** Two short beeps must be heard when installing the safety lanyard cap on the switch. Otherwise, refer to the TROUBLESHOOTING section.
The watercraft micro-processor can be programmed to allow the use up to 8 safety lanyards. For your convenience, we recommend the purchase of additional safety lanyards from your authorized dealer. It will prove to be useful in case of loss as well as for additional operators.

With the D.E.S.S., leaving the safety lanyard for more than 10 minutes after stopping the engine will require the removal and reinstallation of the safety lanyard on the switch to allow engine starting.

To find out the meaning of the monitoring beeper coded signals, refer to TROUBLESHOOTING section.

7) Docking Eyelets (SP Series)

These eyelets can be temporarily used for docking, while refueling for example.

8) Seat Latch

Removing the seat allows access to the engine compartment and to oil reservoir cap/dipstick.

The seat latch is located at the rear end and underneath the seat.

To remove seat, pull the latch lever upward and hold. Lift and pull the seat rearward.

**NOTE:** On the GTX model, it is necessary to remove the rear seat first.

When reinstalling the seat, insert seat front tab into body hook.

![Seat Latch Diagram]

1. Insert this tab in hook
2. Hook

Pull latch lever to insert it over the rear lock pin. Release latch lever then firmly push on rear of the seat to relatch.

**WARNING**

Periodically verify the seat lock pin and tighten if needed. Make sure seat is securely latched.

**CAUTION**

Never use the grab handle to tow anything or to lift the watercraft.

9) Rear Grab Handle

Provides a handhold for boarding when needed and a handhold for the passenger.

![Rear Grab Handle Diagram]
10) Boarding Pads
Provide a cushioned surface for the knees when boarding from rear of watercraft.

11) Cooling System Bleed Outlet(s)
**SP/GTS Models**

*HX Model*

1. Bleed outlet

*GS Series/GTI/GTX Model*

1. Bleed outlet

When engine is running, water must flow from the outlet(s). This allows air in engine cooling system to escape. It also indicates that water is circulating in the cooling system.
12) Jet Pump Nozzle
It is turned from side to side via rider input at the handlebar. This provides watercraft directional control when engine is running.

13) Air Intake Opening
This is where air enters to supply the engine and ventilate the engine compartment. If the air intake opening is kept under water for a long period water will get inside bilge.

14) Bilge Drain Plug(s)
Should water be found in the bilge, it can be easily drained by unscrewing the drain plug.

15) Bow and Stern Eyelets
Eyelets can be used for mooring, towing and as a tie-down point during transportation.

16) Variable Trim System Button
Located just below engine start/stop button, this button is used to change pump nozzle position and to adjust ride to suit boat load and water conditions.
17) Floorboard
User’s feet should rest on the floorboard when riding.

18) Variable Trim System Gauge

The VTS gauge shows the riding angle of the watercraft.

TYPICAL
1. Bow up
2. Bow down

19) Storage Compartment Cover
It gives access to the storage compartment. Always relatch cover after closing.

20) Cover Latch
Pull the latch lever upward in order to open the storage compartment cover. Always relatch.

NOTE: Verify periodically the lock pin tightness of storage cover. Tighten if needed and make sure storage cover latches properly.

21) Storage Compartment
A convenient watertight, removable basket to carry personal articles. Ideal location for spare spark plugs, towrope, first aid kit, etc.

WARNING
Never leave any heavy or breakable objects in the storage basket. Never store or carry anything below basket.

The basket is provided with a holder to store an approved fire extinguisher and tool kit. A second holder contains Operator’s Guide and can be used to carry personal articles. Fire extinguisher (sold separately) should not be loose in the storage compartment.
22) Boarding Platform
Provides a large surface for easy boarding from rear of watercraft.

23) Seat Strap
The seat strap provides a handhold when needed for boarding and is used as a handhold for the passenger.

24) Monitoring Beeper
In the event the engine overheats, a beeper (continuous sound) will warn the operator. Stop engine and refer to SPECIAL PROCEDURES.

On models equipped with an anti-start protection, the beeper may send different coded signals whenever a particular situation occurs. Refer to TROUBLESHOOTING section for signal description and their signification.

25) Fuel Gauge/Low Oil Warning Light
Analog gauge indicates the amount of fuel in the fuel tank and a warning light when level is low in oil reservoir.

1. Low oil warning light

NOTE: With the safety lanyard disconnected, fuel gauge can be activated for approximately 33 seconds by depressing the engine start/stop button.

26) Speedometer
Analog speedometer indicates the speed of watercraft in miles per hour (MPH) and kilometers per hour (km/h).

The speed sensor mounted on the ride shoe sends the signal to the speedometer.

27) Engine Compartment
This is where the mechanical, electrical and fuel/oil systems are located.

◆ WARNING

When starting or operating the engine, do not touch any electrical part. Never leave any object, rag, tool, etc., in the engine compartment or in the bilge.

28) Oil Injection Reservoir Cap/Dipstick (SP/SPX/GTS Models)

NOTE: Seat has to be removed to expose oil cap.

Unscrew the cap counterclockwise then pull to expose the dipstick.
The dipstick indicates the amount of oil to be added in the reservoir. Oil level should be maintained between FULL and ADD marks. Before checking oil level, place the watercraft level, then wipe the dipstick and insert it in the reservoir neck. Do not screw cap. Remove dipstick and read the level.

To add injection oil in the reservoir, unscrew the cap counterclockwise. Fully tighten when finished.

**NOTE:** On the GTX model, storage cover must be opened to expose oil cap.

**HX/XP Models**

Hood must be opened to expose oil cap.

**29) Tool Kit**

Contains tools needed to perform basic watercraft maintenance.

**30) Storage Compartment Cover Hinge/Locking Mechanism**

Hinge is provided with a locking mechanism to hold storage compartment cover when fully open. To close cover, pull side pins.

**31) Fuel Tank Cap**

Unscrew the cap counterclockwise to allow fuel tank filling. Fully tighten when finished.

**32) Jet Pump Water Intake**

The water is drawn up by the impeller through this opening. The impeller and the drive shaft are protected by a grate.

**33) Rear Vent Grills (GTS Models)**

Allows air to get in or out depending on engine operation.

**CAUTION**

If grills are kept below water level for a long period (e.g.: when boarding 2 passengers) water will enter the bilge.

**34) Selector Lever (GTS Model)**

When pushed in, the watercraft is in forward. To obtain neutral, unlock lever by turning it counterclockwise, then pull lever until neutral mark appears on rod. To engage reverse, repeat same procedure as for neutral, but pull lever until reverse mark appears on rod. Lever locks in forward and in neutral positions only.

**WARNING**

Selector lever should only be used when the engine is idling and craft is completely stopped. Ensure lever is pushed in and locked. Do not use as a grab handle.

35) Rear Seat Latch (GTX)

Removing the rear seat allows access to the rear storage tray. It also gives access to the seat latch of the front seat.

36) Rear Storage Tray (GTI/GTX)

A convenient watertight, removable tray to carry personal articles.

37) Glove Box (GTI/GTX)

A small, convenient watertight storage compartment for keys, wallet, maps, etc.
38) Shift Lever (GTI/GTX)
A 3-position lever:
- Forward
- Neutral
- Reverse

weeney WARNING
Shift lever should only be used when the engine is idling and craft is completely stopped. Never rev the engine at high rpm’s.

39) Deflector (GTI/GTX)
When selecting the neutral or reverse position with the shift lever, the deflector moves up or down to obtain the desired position.

40) Storage Compartment
Cover Hinge/Locking Mechanism
Hinge is provided with a locking mechanism to hold cover when fully open. To close cover, pull tab upward.

41) Reverse Gate
(GTS Model)
It moves from upward to downward position to get forward, neutral, reverse and inversely. These positions are obtained by sliding the selector lever.

weeney CAUTION
Never use gate as a supporting point to board the watercraft.

42) Water Tank Trap Drains (GTS Model)
If water enters the air intake opening, a water tank trap with a baffle separates water from the air then evacuates the water through the front of storage cover.

weeney CAUTION
Unusual maneuvers such as circles with the nose of the watercraft under water will fill the bilge.

43) Holder (HX Model)
The holder is designed to store an approved fire extinguisher and the tool kit.

weeney NOTE: Hood must be opened to access holder.
Turn cover counterclockwise to unlock, then lift it.

44) Hood Latches
(HX Model)
Pull both latch levers upward in order to open the hood. Always relatch hood on both sides.

weeney NOTE: Verify periodically the lock pins tightness. Tighten if needed and make sure hood latches properly.

45) Hood (HX Model)
It gives access to the engine compartment.
To hold hood opened, lift it and at the same time, push support rod until it is in the detent position of slot.

**NOTE:** Hood must be opened to access oil injection reservoir.

1. Oil injection reservoir
2. Cap

To close hood, push it with your left hand and pull support rod out of the detent position; then, close hood.

Always relatch hood after closing.

**46) Oil Injection Reservoir (HX/XP Models)**

Verify oil level through oil reservoir. Unscrew the cap counterclockwise and add appropriate amount of oil.

**WARNING**

Always wipe off any oil spillage.

**47) Trim Knob (HX Model)**

This knob is used to change pump nozzle position manually and to adjust ride to suit water conditions and rider preferences.

There are some reference marks to indicate nozzle position, easing fine tuning.
48) Rear Access Cover
(HX/XP Models)
It gives access to the drive system, suspension, exhaust system and bailer pick-ups. Always relatch cover.

49) Reboarding Handle
(HX Model)
Located beneath the seat, it allows easy reboarding in deep water.

50) Tachometer
An analog tachometer indicates the revolutions per minute (RPM) of the engine. Multiply by 1000 to obtain the actual revolutions.
The tachometer also features a red warning LED which turns on when the engine overheats.
As a self test, the LED will turn on for 3 seconds each time the watercraft is started.

51) Speedometer
(GTI/GTX)
An analog speedometer indicates the speed of the watercraft in miles per hour (MPH) and kilometers per hour (km/h).
The speedometer also features a red warning LED which turns on when level of injection oil is low in the reservoir.
As a self test, the LED will turn on for 3 seconds each time the watercraft is started.

52) Info Center Switch
The MODE button is used to change display functions.
The SET button is used to set or reset a function.

53) Info Center Gauge
This is a LCD multifunction gauge. It features the following functions:

**GSI Model**
- Engine hourmeter
- Clock
- Fuel level
- Chronometer
- VTS
- Tachometer
- Low fuel
- Low oil
- Low battery
- Hi temp
- Maintenance information

**GSX Model**
- Engine hourmeter
- Clock
- Fuel level
- Chronometer
- VTS
- Tachometer
- Low fuel
- Low oil
- Low battery
－ Hi temp
－ Maintenance information
－ Trip meter
－ Average speed
－ Current speed
－ Peak speed

**GTX Model**
－ Engine hourmeter
－ Clock/compass
－ Fuel level
－ Chronometer
－ Average speed
－ Current speed
－ Peak speed
－ Distance
－ Lake temperature
－ Exterior temperature
－ Average speed
－ Speedometer
－ Tachometer
－ Low fuel
－ Low oil
－ Low battery
－ Hi temp
－ Trip meter
－ VTS
－ Maintenance information

---

As a self test, all LCD segments and the LED will turn on for 3 seconds each time the watercraft is started.

**SCROLLING FUNCTIONS**

Press the MODE button until the desired function is displayed on the Info Center gauge.

**RESET A FUNCTION**

To reset a function such as the chronometer, peak speed, distance, etc., press and hold the SET button for 2 seconds while in the appropriate mode.

**DISPLAY PRIORITIES**

The clock/compass function is the basic mode of the Info Center gauge.

The chronometer, tachometer and speedometer are the only other modes that may be chosen to replace the clock/compass mode.

If another mode is chosen, the clock/compass mode will be displayed again after 4 seconds.

In the event of a warning message such as low fuel, hi-temp, etc., the message will blink and override all other display functions.

If more than one warning message occurs, the messages will blink and re-appear every 4 seconds.

**LANGUAGE OPTION**

While in the clock/compass mode, press and hold the SET button for at least 2 seconds. Language option will be displayed.

Press the MODE button to scroll language (English, French and Spanish).

Press the SET button to confirm the desired language and return to the clock/compass mode.

---

**WARNING**

Use the compass as a guide only, not to be used for navigation purposes.

---

**GSI/GSX/GTX Models**

The Info Center also features a red warning LED which turns on when level of fuel is low in the reservoir.
ENGLISH/METRIC OPTION
Press and hold both MODE and SET buttons for at least 2 seconds. The system will be automatically changed.

CHRONOMETER
While in the chronometer mode, press the SET button to start and stop the chronometer. Press the SET button for 2 seconds to reset the chronometer.

CLOCK ADJUSTMENT
While in the clock/compass mode, press and hold the MODE and SET buttons for 2 seconds. Press the MODE button to adjust the hours and the SET button to adjust the minutes. Press again on the MODE and SET buttons to return to the normal mode (or it will return to the normal mode after 10 seconds).

MAINTENANCE INFORMATION
When the watercraft is due for a maintenance inspection, the message “MAINT” will blink. To clear the warning message, press the SET button for 2 seconds during the message blinking.
FUEL AND LUBRICATION

Fueling Procedure

◆ WARNING
Follow these safe boating fueling instructions explicitly.

Do not allow anyone to remain on the watercraft.
Do not smoke or allow open flames in the vicinity.
Have a fire extinguisher close at hand.
Do not insert the spout too far in filler neck.
Pour fuel slowly so that air can escape from the reservoir and prevent fuel flowback.
Do not lean watercraft while fueling.
Fill fuel tank to bottom of filler neck.
Do not overfill. Fully tighten fuel tank cap and wipe off any fuel spillage.

◆ WARNING
Do not lean the watercraft to allow more fuel to fill the fuel tank. The tank design makes provision for fuel expansion of about 5%. If this area is filled, fuel will expand and may come out through fuel vent hose. Keep watercraft horizontal while fueling. Always stop the engine before refueling. Fuel is inflammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Never top off the fuel tank and leave watercraft in the sun. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the watercraft.

Recommended Fuel

Use regular unleaded gasoline with 87 octane (Ron + Mon/2) specification.

NOTE: Look on service station pump sticker for octane specification. Do not mix oil with fuel except at engine break-in. Refer to BREAK-IN PERIOD. Always check injection oil reservoir level when refueling.

The use of good quality fuel is necessary. A well known fuel brand is highly recommended.

Recommended Oil

All Models Except SPX/GSX/GTX/XP
Use BOMBARDIER ROTAX INJECTION OIL which is available from authorized dealers. It is a blend of specially selected base oils and additives which provides outstanding lubrication, engine cleanliness and minimum spark plug fouling.

NOTE: High quality low ash API TC injection oil for 2-cycle engines can be used if BOMBARDIER ROTAX INJECTION OIL is not available.
SPX/GSX/GTX/XP Models Only
Use only BOMBARDIER ROTAX FORMULA XP-S synthetic injection oil (or the equivalent synthetic oil). This fully synthetic oil will provide outstanding cleanliness, less friction and wear for greater engine performance and durability.

SPX/GSX/GTX/XP Models Only
Use only BOMBARDIER ROTAX FORMULA XP-S synthetic injection oil (or the equivalent synthetic oil). This fully synthetic oil will provide outstanding cleanliness, less friction and wear for greater engine performance and durability.

Oil Injection System
This watercraft features an oil injection system which does not require manual fuel/oil mixing.
A sufficient amount of injection oil should be maintained in the reservoir.

CAUTION
Never use 4-cycle petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard motor oils or other ashless type 2-cycle oil. Avoid mixing different brands of API TC oil as resulting chemical reaction may cause severe engine damage.

CAUTION
The 787 engine requires the use of Bombardier Rotax Formula XP-S SYNTHETIC injection oil (or the equivalent synthetic oil). The use of any other non-synthetic oil may cause severe damage to internal parts of the engine.

All Models Except HX/XP
To check oil level, remove seat to expose oil cap; unscrew cap, wipe dipstick then insert in the reservoir neck. Do not screw cap. Remove dipstick and read the level.
Use a flexible funnel to add the required quantity of injection oil. Wipe off any oil spillage.

HX/XP Models Only
To check oil level, open hood and verify level through oil reservoir. Unscrew cap to add oil as necessary.
Use a flexible funnel to add the required quantity of injection oil. Wipe off any oil spillage.

All Models

CAUTION
Always maintain a sufficient amount of injection oil in the oil reservoir. Check and refill every time you refuel. Do not overfill. If the engine runs out of oil, severe engine damage will occur. If the oil reservoir is found almost empty, air can enter in the system and it must be bled. Immediately refer to an authorized dealer to have the oil injection system inspected.

CAUTION
Always carry 500 mL of BOMBARDIER ROTAX INJECTION OIL.
BREAK-IN PERIOD

Engine

With Bombardier-Rotax® watercraft engines, a break-in period is required before operating the engine at full throttle. Engine manufacturer recommendation is about 10 operating hours.

During this period, maximum throttle should not exceed 3/4, however, brief acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds and overloading the engine are detrimental during the break-in period.

To assure additional protection during the initial engine break-in, BOMBARDIER ROTAX INJECTION OIL should be added in the fuel tank for the first full fuel tank filling only.

## MODELS QUANTITY

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<tr>
<td>HX</td>
<td>500 mL (19 oz)</td>
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<td>GTS</td>
<td>900 mL (30 oz)</td>
</tr>
<tr>
<td>GTI Model</td>
<td>900 mL (30 oz)</td>
</tr>
</tbody>
</table>

**SPX/GSX/GTX/XP Models**

To assure additional protection during the initial engine break-in, BOMBARDIER ROTAX FORMULA XP-S synthetic injection oil should be added to the first full fuel tank filling only.

### All Models

To add injection oil in the fuel tank, proceed as follows:

Fill fuel tank with approximately 15 liters (4 gal) of gasoline; then, add the required quantity of injection oil in the fuel tank.

Fill up fuel tank with gasoline. Do not overfill.

**NOTE:** It is important to proceed in this order to allow a proper mixing of the oil in the gasoline.

### CAUTION

Remove and clean spark plugs after engine break-in.

**10-Hour Inspection**

It is highly recommended that after the first 10 hours of operation, the watercraft be checked by an authorized dealer. This inspection will also provide the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

The 10-hour inspection is at the expense of the watercraft owner.
### 10-HOUR INSPECTION CHECK LIST

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<td>Exhaust system hose clamps</td>
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<td>Carburetor flange nuts (or screws) and flame arrester bracket</td>
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<td>Steering system inspection</td>
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<td>Steering cable adjustment if required</td>
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<td>Inspect/clean engine drain tube</td>
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<tr>
<td>Hull inspection</td>
</tr>
</tbody>
</table>

*We recommend that this inspection chart be signed by an authorized dealer.*

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<table>
<thead>
<tr>
<th>Date of 10-hour inspection</th>
<th>Authorized dealer signature</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

Dealer code

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*www.SeaDooManuals.net*
PRE-OPERATION CHECKS

Some of the following items may not have been previously covered in this guide, however they will be described in the MAINTENANCE or SPECIAL PROCEDURES section. Please refer to these portions to have more detailed information.

Prior to your daily ride, verify the following:

◆ WARNING

Safety lanyard must always be removed from switch prior to verifying any of the following.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>OPERATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hull</td>
<td>Inspect.</td>
</tr>
<tr>
<td>Jet pump water intake</td>
<td>Inspect/clean.</td>
</tr>
<tr>
<td>Bilge</td>
<td>Drain. Ensure plug is secured.</td>
</tr>
<tr>
<td>Battery</td>
<td>Inspect tightness of cables and retaining straps.</td>
</tr>
<tr>
<td>Fuel and oil reservoirs</td>
<td>Refill.</td>
</tr>
<tr>
<td>Engine compartment</td>
<td>Verify for any fuel leak/odor.</td>
</tr>
<tr>
<td>Fire extinguisher</td>
<td>Inspect condition/mounting.</td>
</tr>
<tr>
<td>Steering and throttle systems</td>
<td>Check operation.</td>
</tr>
<tr>
<td>Reverse system (GTS/GTI/GTX)</td>
<td>Check operation.</td>
</tr>
<tr>
<td>VTS (SPX/GSI/GSX/XP)</td>
<td>Check operation.</td>
</tr>
<tr>
<td>Safety lanyard, engine start/stop button</td>
<td>Check operation.</td>
</tr>
</tbody>
</table>

Hull

Inspect hull for cracks or damage.

Jet Pump Water Intake

Remove weeds, shells, debris or anything else that could restrict the flow of water and damage cooling system or propulsion unit. Clean as necessary. If any obstruction can not be removed, refer to an authorized dealer for servicing.
Inspect leading edges of the impeller, if they have nicks or bends performance will be greatly reduced.

**Bilge**
Should water be present in the bilge, tilt the watercraft to the rear and unscrew drain plug to completely empty the bilge.

<table>
<thead>
<tr>
<th>✚ WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make sure to take the watercraft out of water prior to unscrewing the drain plug.</td>
</tr>
</tbody>
</table>

Secure bilge drain plug.

**Battery**

<table>
<thead>
<tr>
<th>✚ WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verify tightness of battery cables and retaining straps.</td>
</tr>
</tbody>
</table>

**Fuel and Oil Reservoirs**
With the watercraft horizontal, fill the fuel tank to specified level with fuel.
Check the oil level and refill reservoir as necessary.
Check fuel/oil reservoir retaining straps.

**Engine Compartment**

<table>
<thead>
<tr>
<th>✚ WARNING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should any leak or gasoline odor be present, do not start the engine or operate the watercraft. Refer to an authorized dealer immediately.</td>
</tr>
</tbody>
</table>

**Fire Extinguisher**
Make sure it is full, in good condition and well secured.

**Steering and Throttle Systems**
Assisted by another person, check steering operation for free movement. When the handlebar is horizontal, the jet pump nozzle should be in the straight ahead position. Ensure the jet pump nozzle pivots easily while handlebar is turned.
Check throttle lever and cable several times for free and smooth operation. It must return to its initial position immediately after it is released.

**Reverse System (GTS/GTI/GTX Models)**
Check reverse gate operation for free movement. With the selector lever pushed in and locked, the gate should be in upward position. Ensure the reverse gate moves easily while selector lever is pulled out.

<table>
<thead>
<tr>
<th>✚ WARNING</th>
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</thead>
<tbody>
<tr>
<td>Verify the reverse gate locking operation before starting the engine.</td>
</tr>
</tbody>
</table>

**Variable Trim System (SPX/GSI/GSX/XP Models)**
Push on arrows on VTS button to check nozzle movement.

**Safety Lanyard and Engine Start/Stop Button**
Ensure that both switches operate properly. Start engine and stop it using each switch individually.
### WARNING

If engine does not shut-off when pushing engine start/stop button or by disconnecting the safety lanyard, stop the engine by applying the choke and turning fuel valve to OFF position. Do not operate the watercraft further, see an authorized dealer.

### Clothing

#### WARNING

Always wear a Coast Guard approved PFD. It is also recommended that gloves, wet suit, deck shoes/booties and protective glasses be worn when operating the watercraft. In some instances, for example racing or buoy courses, an approved helmet should be worn.
OPERATING INSTRUCTIONS

◆ WARNING
Always perform the PRE-OPERATION CHECKS before operating the watercraft. Become thoroughly familiar with all controls and the function of each. Should any control or instruction not be fully understood, refer to an authorized dealer.

Principle of Operation

Propulsion
The engine is directly coupled to a drive shaft which, in turn, rotates an impeller. This impeller is accurately adjusted in a housing where the water is drawn up from underneath the watercraft. Then the water flows through the impeller to a venturi. The venturi accelerates the water and produces thrust to move the watercraft. Depressing the throttle lever increases engine speed and therefore watercraft speed.

Reverse
(GTS/GTI/GTX Models)
The selector lever is used for either driving the watercraft forward or backward. With the lever pushed in, the watercraft is in forward position, with the lever fully pulled out, reverse position is obtained. The lever middle position is neutral. These 3 functions are produced by the mean of a gate, which is installed on jet pump venturi housing. This gate directs the water flow to get the proper function.

◆ WARNING
Selector lever should only be used when the engine is idling. Ensure lever is pushed in and locked.

Variable Trim System (VTS)
(SPX/GSI/GSX/XP Models)
The variable trim system (VTS) changes the angle of the jet pump nozzle to provide the operator with a fast, effective system to compensate for load, thrust, riding position and water conditions. Correctly adjusted, it can improve handling, reduce porpoising, and position the watercraft at its best riding angle to attain maximum performance.

When first using the craft, the operator should become familiar with the use of the variable trim system (VTS) at varying speeds and water conditions. A mid-range trim is generally used when cruising. Experience alone will dictate the best trim for the conditions. During the watercraft break-in period, when lower speeds are recommended, it is an excellent opportunity to gain familiarity of trim adjustment and its effects.

◆ WARNING
Whenever the engine is to be started, the operator and any passenger(s) should always be sitting on the watercraft.
When the nozzle is positioned in an upward angle, the water thrust directs the bow of the watercraft upward. This position is used to optimize high speed.

**SPX Model**

1. Push on arrow pointing upward on VTS button
2. Bow up
3. Nozzle up

**GSI/GSX/XP Models**

Same principle as SPX model. However, VTS position is indicated on a bar graph, situated on the left side of multifunction gauge.

**HX Model**

1. Bow up
2. Knob turned counterclockwise
3. Nozzle up

**SPX/GSI/GSX/HX/XP Models**

When the nozzle is directed downward, the bow is forced downward and enhances the craft turning capabilities. As with any watercraft, speed and operator body position and movement (body English), will determine the degree and sharpness of the craft turn. Porpoising can be reduced or eliminated if the nozzle is downward and speed adjusted proportionately.
**SPX Model**

1. Push on arrow pointing downward on VTS button
2. Bow down
3. Nozzle down

**GSI/GSX/XP Models**
Same principle as SPX model.

**HX Model**

1. Bow down
2. Knob turned clockwise
3. Nozzle down

**Turning**

Turning the handlebar pivots the jet pump nozzle which controls the watercraft direction. Turning the handlebar to the right will turn the watercraft to the right and inversely. The throttle must be applied to turn the watercraft.
The more the throttle is applied while turning the handlebar, the sharper the turn will be.

The watercraft behaves differently with a passenger and requires greater skill. The passenger should always grip the seat strap or grab handle. Reduce speed and avoid sharp turns. Avoid choppy water conditions when carrying a passenger.

**Boarding from a Dock or in Shallow Water**

As with any craft, getting aboard should be done carefully.

When boarding from a dock, slowly place one foot on the watercraft floorboard nearest the dock and, at the same time, transfer the body weight to the other side in order to balance the watercraft while holding the handlebar. Then, bring the other foot over the seat and put it on the other floorboard. Push the watercraft away from the dock.

---

**WARNING**

Directional control is lost when the throttle is closed. Throttle must be applied and handlebar turned to change the direction of the watercraft. Steering efficiency will differ with carrying loads and water conditions.

---

**CAUTION**

The engine should be started with at least 90 cm (3 ft) of water below the hull.

---

In shallow water, board the watercraft either from the side or the rear.
Starting the Engine
Before unloading the watercraft from the trailer, it can be started for about 10 seconds to verify proper operation.

**WARNING**
An inexperienced operator should practice how to get aboard close to the shore to simulate deep water boarding. Refer to Boarding in Deep Water in this section.

**WARNING**
Do not touch electrical parts or jet pump area when engine is running.

Attach the safety lanyard to the operator’s PFD and snap the cap to the switch before starting the engine.

**WARNING**
Only start the watercraft once all controls have been checked and operate properly. Operator and passenger (if applicable) should be sitting on the watercraft seat prior to starting the engine.

Cold Engine
Turn the fuel valve to ON position. Firmly grip handlebar with your left hand and place both feet on the floorboard. Fully pull the choke lever with your right hand and depress the start/stop button.

TYPICAL
1. Fully pulled

Immediately after engine is started, release start/stop button and release choke lever half way.

**CAUTION**
To avoid starter motor overheating, the cranking period should not exceed 5-10 seconds and a rest period should be observed between cranking cycles to let the starter cool down and its mechanism disengage.

A few seconds after, release the choke lever and if necessary, slightly apply throttle to keep engine running. **Slowly** accelerate to reach deeper water. Do not apply full throttle until the engine is warm.

◆ WARNING
An inexperienced operator should practice how to get aboard close to the shore to simulate deep water boarding. Refer to Boarding in Deep Water in this section.

◆ WARNING
Do not touch electrical parts or jet pump area when engine is running.

◆ WARNING
Only start the watercraft once all controls have been checked and operate properly. Operator and passenger (if applicable) should be sitting on the watercraft seat prior to starting the engine.

**CAUTION**
To avoid starter motor overheating, the cranking period should not exceed 5-10 seconds and a rest period should be observed between cranking cycles to let the starter cool down and its mechanism disengage.

A few seconds after, release the choke lever and if necessary, slightly apply throttle to keep engine running. **Slowly** accelerate to reach deeper water. Do not apply full throttle until the engine is warm.
Warm Engine
The same procedure as a cold engine applies, except the choke does not need to be applied and throttle lever has to be slightly depressed.

Obstacles
Verify that the path ahead of the watercraft is clear of other craft or obstacles. Avoid riding close to swimmers. Check local boating laws for safe operation.

Boarding in Deep Water

Operator Alone
Swim to the rear of the watercraft.

Grip the grab handle (if applicable) and pull yourself upward until your knee can reach the boarding platform then grip the seat strap (except HX model).
Bring your feet on the floorboard while maintaining balance using the handlebar.

Sit astride the seat.

Attach the safety lanyard to the operator’s PFD and snap the cap to the switch before starting the engine.

Start the engine.

Operator with a Passenger (Except HX Model)

The operator climbs on the watercraft the same way as explained previously.

In choppy water, the passenger, while in the water, may hold the watercraft to help the operator in climbing aboard.

Attach the safety lanyard cap to the switch before starting the engine.

WARNING

Do not start engine until the passenger(s) are properly seated.

CAUTION

Never use jet pump components as a supporting point to board the watercraft.

- CAUTION

Never use jet pump components as a supporting point to board the watercraft.

The passenger then climbs on the watercraft while the operator maintains balance by sitting as close as possible to the console.

◆ WARNING

Do not start engine until the passenger(s) are properly seated.
Rough/Choppy Water Operation
Avoid operation in these conditions. If you must do so, proceed with caution using minimum speed.

Crossing Waves
Reduce speed.
Always be prepared to steer and balance as necessary.
When crossing wakes, always keep a safe distance from boat ahead.

Stopping/Docking
The watercraft is slowed by water drag. The stopping distance will vary depending on the watercraft size, carrying weight, water condition, wind and current.

Beaching
Proceed the same way as for docking except for the following:
Approach the beach slowly and shut off the engine when there is about 90 cm (3 ft) of water under the hull.
Get off watercraft and pull it to the beach.

**Shutting Off the Engine**

To keep watercraft directional control, the engine should be running until the watercraft is at idle.

To shut off the engine, completely release throttle lever and press the engine start/stop button. Remove safety lanyard from watercraft.

**WARNING**

In shallow water, shells, sand, pebbles or other objects could be drawn up by the jet pump and damage impeller, components or clog cooling system. Also, debris could be thrown rearward into bystanders.

Get off watercraft and pull it to the beach.

**WARNING**

Should the engine be shut off, watercraft directional control is not available. Never leave the safety lanyard on an unattended watercraft.
POST-OPERATION CARE

General Care
Should any water be present in the hull, unscrew the drain plug and tilt the watercraft to the rear in order to allow water to flow out.
Wipe up any remaining liquid in the engine compartment (bilge, engine, battery, etc.) with clean dry rags (this is particularly important in salt water use).
Remove the watercraft from the water every day to prevent marine organisms growth.
Leave the seat partially opened (except HX). This will avoid engine compartment condensation and possible corrosion.

HX Model
Open rear cover partially.

All Models

NOTE: When the watercraft is stored with seat partially opened and without a tarpaulin, unscrew the drain plug in order to avoid water build up in the bilge during rainfall.

Additional Care for Foul Water or Salt Water
When the watercraft is operated in foul water and particularly in salt water, additional care must be taken to protect the watercraft and its components. Rinse bilge area with fresh water.

CAUTION
Failure to perform proper care such as: watercraft rinsing, cooling system flushing and anticorrosion treatment, when watercraft is used in salt water, will result in damage to the watercraft and its components. Never leave the watercraft stored in direct sunlight. UV rays will eventually dull finishes.

Cooling System Flushing and Engine Internal Lubrication
Flushing the cooling system with fresh water is essential to neutralize corroding effects of salt or other chemical products present in water. It will help to clean up sand, salt, shells or other particles in water jackets (engine, exhaust manifold, tuned pipe) and/or hoses.
Engine lubrication and flushing should be performed when the watercraft is not expected to be used further the same day or when the watercraft is stored for any extended time.
Proceed as follows:

WARNING
Perform this operation in a well ventilated area.
Clean jet pump by spraying water in its inlet and outlet and then BOMBARDIER LUBE lubricant.
Remove seat to allow access to cooling system (for the HX model, open hood).

SP/SPX/GTS Models
Remove dust cap from fitting spigot and attach coupler hose (P/N 295 500 099). Make sure coupler hose is properly locked to fitting spigot.
Install a hose pincher on water outlet hose.

NOTE: This prevents water from directly exiting cooling system.
**SP/GTS**
1. Fitting spigot
2. Coupler hose
3. Hose pincher

**SPX**
1. Coupler hose
2. Fitting spigot
3. Install a hose pincher here

Attach other end of coupler hose to a garden hose. **Do not open water tap yet.**

**HX Model Only**
Connect a garden hose directly to the adapter located at the rear of the watercraft.

**NOTE:** A quick connect hose adapter can be fixed to ease garden hose installation to watercraft adapter.

**GS/GSI/GSX/GTI/GTX/XP Models**
To flush engine, connect a garden hose to connector located at the rear of watercraft near the jet pump.

**NOTE:** A quick connect adapter can be used (P/N 295 500 473). No hose pincher is required to flush engine.
All Models
Start the engine then immediately open the water tap.

**WARNING**
Do not touch any electrical parts or jet pump area when engine is running.

**CAUTION**
Never flush a hot engine. Always start the engine before opening the water tap. Open water tap immediately after engine is started to prevent overheating.

Run the engine about 3 minutes at a fast idle around 3500 RPM.
Pull plug from air intake silencer cover.
Spray BOMBARDIER LUBE lubricant through air intake silencer cover keeping engine at fast idle.

**CAUTION**
Close the water tap then stop the engine.

Disconnect the garden hose.

**SP/SPX/GTS**
Unlock and remove coupler hose. Reinstall dust cap over fitting spigot.
Remove hose pincher from water outlet hose.

**All Models**
Wipe up any residual water from the engine.
Remove spark plug cables and connect them on the grounding device.

---

1. Air intake silencer cover
2. Pull plug
3. Spray BOMBARDIER LUBE here

**NOTE:** Lubrication of engine should be done for at least 1 minute. After approximately half a minute, close fuel valve to run engine out of fuel while lubricating.

**CAUTION**
When engine begins to run irregularly because of fuel starvation, immediately stop water flow before engine dies.

**CAUTION**
Always close the water tap before stopping the engine.
**All Models Except SPX/GSX/GTX/XP**

1. Magneto housing cover
2. Grounding device
3. Spark plug cables

**SPX/GSX/GTX/XP Models Only**

**Anticorrosion Treatment**

To prevent corrosion, spray a corrosion inhibitor (salt water resistant) such as BOMBARDIER LUBE lubricant or equivalent over metallic components in engine compartment.

**NOTE:** Engine fogging should be done with BOMBARDIER LUBE lubricant whenever the watercraft is to be stored for few days or a long period.

Apply dielectric grease (salt water resistant) on battery posts and cable connectors.

**CAUTION**

Never leave rags or tools in the engine compartment or in the bilge.

**All Models**

Remove both spark plugs and spray BOMBARDIER LUBE lubricant into each cylinder.

Crank the engine a few turns to distribute the oil onto cylinder wall.

Apply anti-seize lubricant on spark plug threads then reinstall them.

Reinstall plug on air intake silencer cover.
SPECIAL PROCEDURES

Engine Overheating
If the monitoring beeper sounds continuously, stop engine immediately.
Perform Jet Pump Water Intake and Impeller Cleaning procedure shown in this section.
Flush cooling system, refer to POST-OPERATION CARE.
If engine still overheats, refer to an authorized dealer for servicing.

Jet Pump Water Intake and Impeller Cleaning
Weeds, shells or debris can get caught on the intake grate, drive shaft and/or impeller. A clogged water intake may cause troubles such as:
1. Cavitation: Engine speed is high but watercraft moves slowly due to reduced jet thrust, jet pump components may be damaged.
2. Overheating: Since the jet pump operation controls the flow of water to cool the engine, a clogged intake will cause the engine to overheat and damage engine internal components.
A weed clogged area can be cleaned as follows:

In-Water Cleaning
Rock the watercraft several times while repeatedly pressing start/stop button for short period without starting engine. Most of the time, this will result in letting the weeds fall from the intake area. Start engine and make sure water flows out from bleed outlet(s) and watercraft operates properly.

GTS/GTI/GTX Models Only
If the afore mentioned method does not work, the following can be performed:
- With engine running, put selector lever in reverse position and vary throttle quickly several times.
- Retry.

On-Beach Cleaning
Place a cardboard or a carpet beside the watercraft to prevent scratching when turning the watercraft for cleaning.

◆ WARNING
Always remove safety lanyard cap from switch to prevent accidental engine starting before cleaning the jet pump area.

Rotate the watercraft counterclockwise (seen from rear) to its left side for cleaning. Rotating watercraft counterclockwise eliminates the possibility of residual water in the tuned pipe entering the engine and causing engine damage.

Clean the water intake area. If the system is still clogged, refer to an authorized dealer for servicing.
CAUTION
Inspect water intake grate for damage. Refer to an authorized dealer for repair as necessary.

CAUTION
Avoid watrecraft operation in weeded areas. If unavoidable, vary watercraft speed. Weeds tend to entangle more at steady speed and at slow speed.

Capsized Watercraft

SP Series
The watercraft is designed so that if it is turned over, it should not remain capsized due to its self-righting capability.

After roll over, always tip watercraft counterclockwise (maximum 90°) before restarting engine.

GS Series/GTS/GTI/GTX/HX/XP Models
The watercraft is designed so that it should not turn over easily, due to its longer and larger dimensions and its full vee hull. Also two sponsons mounted on the side of the hull assist watercraft stability. If it turns over, it will remain capsized due to its non self-righting capability. To return the watercraft upright rotate it clockwise (seen from rear) by pushing on the right side then handhold the side of water intake HOLE and use your weight to complete the rotation of watercraft.

Submerged Watercraft

If the watercraft is submerged and engine is water-flooded, it is strongly recommended that the watercraft be serviced by an authorized dealer immediately.

In the event the engine cannot be serviced within a few hours, remove spark plug cables and connect them on the grounding device.

WARNING
Never crank engine with spark plugs removed unless spark plug cables are connected to the grounding device.

Remove spark plugs and dry them with a clean and dry cloth.
Cover spark plug holes with a rag.
Crank engine to allow water to escape from spark plug openings.
Spray BOMBARDIER LUBE lubricant into spark plug holes.
Crank engine again.
Reinstall spark plugs.

XP/GSX/GTX

Remove balancing shaft drain plug.
Ensure that there is no water contamination.
Re-install drain plug.
Add 30 ml (1 oz) of Formula XP-S synthetic injection oil through filler plug.

¬ CAUTION
Inspect water intake grate for damage. Refer to an authorized dealer for repair as necessary.

¬ CAUTION
Avoid watercraft operation in weeded areas. If unavoidable, vary watercraft speed. Weeds tend to entangle more at steady speed and at slow speed.

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¬ CAUTION
Always refer to decal located on stern of watercraft before tipping over.

¬ CAUTION
Inspect water intake grate for damage. Refer to an authorized dealer for repair as necessary.

¬ CAUTION
Avoid watercraft operation in weeded areas. If unavoidable, vary watercraft speed. Weeds tend to entangle more at steady speed and at slow speed.

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Reinstall spark plugs.

XP/GSX/GTX

Remove balancing shaft drain plug.
Ensure that there is no water contamination.
Re-install drain plug.
Add 30 ml (1 oz) of Formula XP-S synthetic injection oil through filler plug.
Towing the Watercraft in Water

Special precautions should be taken when towing a Sea-Doo watercraft in water.

Maximum recommended towing speed is 24 km/h (15 MPH).

When towing your watercraft in water, pinch the water supply hose from the impeller housing to the engine with the Hose Pincher (large) P/N 529 030 400 shown in the following illustration.

This will prevent the cooling system from filling which may lead to water being injected into and filling the exhaust system. Without the engine running there isn’t any exhaust pressure to carry the water out the exhaust outlet.

Snugly install the hose pincher on the hose as shown in the following photo.

CAUTION

Failure to do this may result in damage to the engine. If you must tow a stranded watercraft in water and do not have a hose pincher be sure to stay well below the maximum towing speed of 24 km/h (15 MPH).

Low-Charge Battery Condition

See your dealer to have it charged or replaced.

CAUTION

When finished towing the craft, hose pincher must be removed before operating. Failure to do so will result in damage to the engine.

WARNING

Do not charge or boost the battery while installed on the watercraft.
MAINTENANCE

**Lubrication**

Use SEA-DOO synthetic grease and lubricate every 10 hours. Proceed as follows:

- Remove seat to expose engine compartment (for the HX/XP Models, open hood).
- On SP Series, remove vent tube support.
- Remove the wing nuts, washers and pull out PTO flywheel guard.

**WARNING**

Always remove safety lanyard cap from its receptacle to prevent accidental engine starting before removing the PTO flywheel guard.

**WARNING**

Only perform procedures as detailed in this Guide. It is recommended that the assistance of an authorized dealer be periodically obtained on other components/systems not covered in this Guide. Unless otherwise specified, engine must not be running and the safety lanyard must be removed for all maintenance procedures.

**SP Series/GTS Model**

TYPICAL

1. Flywheel guard
2. Wing nuts

**GS/GSI/GSX/GTI/GTX Models**

1. Flywheel guard
2. Wing nuts
All Models
Using a grease gun, carefully lubricate PTO flywheel at grease fitting until boot is just beginning to expand.

CAUTION
Immediately stop lubricating as soon as boot begins to expand to prevent boot damage or slipping.

Additional Lubrication
BOMBARDIER LUBE lubricant will help to prevent corrosion and keep proper operation of moving mechanisms.

Lubrication of the following items should be performed every 50 hours in fresh water use but every 10 hours in salt water use.

Choke Lever
Fully pull choke lever and lubricate the metallic portion.

Seat Opening Mechanism, Tab, Hook and Lock Pin (Except HX/XP)

Anticorrosion Protection

Throttle/Choke Cables
Lubricate the throttle and choke cables with BOMBARDIER LUBE lubricant every 25 hours (or every 10 hours in salt water use).

NOTE: A cable luber can be used on cable end to inject BOMBARDIER LUBE lubricant.

Electrical Connections
As necessary, apply anticorrosion product such as dielectric grease on battery posts and all exposed cable connectors.
Carburetor and Oil Injection Pump
Lubricate springs, shafts and exposed portion of cables.

**NOTE:** Grease carburetor linkage with synthetic grease (twin carbs).

**TYPICAL**

Reverse System (GTS Model)
Lubricate support plate sliding area of sliding block and triangular lever with synthetic grease.
Also lubricate sliding washer and selector lever stem.

**Periodic Inspection**
Routine maintenance is necessary for all mechanized products. A periodic inspection contributes to the product's life span.

The following maintenance chart gives guidelines for regular watercraft servicing scheduled to be performed by you and/or by an authorized dealer. The schedule can be adjusted according to operating conditions and use.

**IMPORTANT:** Schedule for watercraft rental operations or higher number of hour use, will require greater frequency of inspection and maintenance.
## Periodic Inspection Chart

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>FREQUENCY</th>
<th>To be performed by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lubrication/corrosion protection</td>
<td>every 10 hours</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Engine ignition timing</td>
<td>every 25 hours</td>
<td>DEALER</td>
</tr>
<tr>
<td>Spark plug replacement</td>
<td>every 50 hours</td>
<td>DEALER</td>
</tr>
<tr>
<td>Throttle/choke cables, inspection/lubrication</td>
<td>every 100 hours</td>
<td>DEALER</td>
</tr>
<tr>
<td>Flame arrester inspection</td>
<td>or seasonally</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Carburetor adjustment including choke/throttle cable adjustments</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Oil injection pump adjustment</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel filter and oil filter inspection</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel filter and oil filter replacement</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel reservoir straps</td>
<td></td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Oil reservoir straps</td>
<td></td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Engine head bolts, retorque</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Steering system</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Reverse system/reverse cable adjustment (GTS/GTi/GTX)</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Variable Trim System (SPX/GSI/GSX/XP)</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Fastener tightening (flame arrester, carburetor(s), engine mount, exhaust system, etc.)</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Muffler, battery and reservoir fastening devices</td>
<td></td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Fuel lines, check-valve and fuel system pressurization</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel vent line pressure relief valve inspection</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Inspect/clean engine drain tube</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Bilge system/water tank trap drains inspection</td>
<td>every 25 hours</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Battery condition</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Electrical connections (battery, starter, etc.)</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Monitoring beeper</td>
<td></td>
<td>DEALER</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil level/oil condition</td>
<td></td>
<td>Replace DEALER</td>
</tr>
<tr>
<td>Impeller condition and impeller/wear ring clearance</td>
<td>every 25 hours</td>
<td>DEALER</td>
</tr>
<tr>
<td>Drive shaft boot and spline condition (both ends)</td>
<td>every 25 hours</td>
<td>DEALER</td>
</tr>
<tr>
<td>PTO flywheel lubrication</td>
<td></td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Water intake grate condition</td>
<td>every 25 hours</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Hull condition</td>
<td></td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Cooling system flushing</td>
<td>every 10 hours</td>
<td>OPERATOR</td>
</tr>
</tbody>
</table>

**NOTE:** Some items are included in the PRE-OPERATION CHECKS and not necessarily repeated in this chart.

1. Every 10 hours in salt water use.
2. These items have to be initially checked after 25 hours. Thereafter, servicing to be made as specified in this chart.
3. Daily flushing in salt water or foul water use.
Throttle and Choke Cable Inspection

Throttle Cable
Depress and release the throttle lever several times. It must operate smoothly and return to its initial position without any hesitation. Refer to an authorized dealer if necessary.

Choke Cable Inspection
Ensure it operates smoothly and without any hesitation from fully open to fully closed. When the choke lever is fully pulled, choke must be fully applied. Refer to an authorized dealer if necessary.

Carburetor Adjustment
Carburetor adjustment is very important to allow good engine operation and therefore watercraft performance. Carburetor adjustment requires technical knowledge and experience to have the correct mixture supplied to the engine. This critical adjustment must be performed by an authorized dealer once a year or more often if necessary.

Fuel and Oil Filters
These filters should be replaced by an authorized dealer annually. Fuel system pressurization should be conducted at the same time.

Steering Alignment
When the handlebar is aimed in straight ahead position, the jet pump nozzle should be in the same direction allowing the watercraft to run in a straight line. Refer to an authorized dealer if an adjustment is necessary.

VTS Adjustment (SPX/GSI/GSX/XP Models)
Push on arrow pointing upward on VTS button until the VTS stops. The nozzle should be up (8°) without interfering with venturi housing.
TYPICAL
1. Push on arrow pointing upward on VTS button
2. No interference
3. Nozzle up

Push on arrow pointing downward on VTS button until VTS stops. The nozzle must be down (10°) and it must not interfere with venturi housing.

If VTS needs to be readjusted, refer to an authorized dealer.

CAUTION
Trim ring and/or nozzle must not interfere at any position. Damage will occur if adjustments are not done adequately.

Vacuum Bailer Pick-Ups
They are located each side of the drive shaft tunnel.

Two pick-ups use a low pressure area in the jet pump to syphon the water out of the bilge.

Inspect each pick-up screen for obstructions, clean as necessary.

All Models Except HX/XP

HX/XP Models Only

NOTE: Remove the access cover at rear of watercraft to access bailer pick-ups.
1. Vacuum bailer pick-ups location

**Water Tank Trap Drains (GTS Model)**
Open storage cover and check for possible obstructions at drain outlets.

All fuses are located in the electrical box.
To access fuses, unclip and move away electrical box from its seat.
Open the electrical box.
Remove fuse caps.

1. Outlets

### Fuses

*All Models Except SPX*
The electrical system is protected with 2 fuses.
A 15 A fuse protects the charging system. If the battery is regularly discharged, check fuse condition.
A 5 A fuse protects the starting system, accessories and controls. If starter does not operate, check fuse condition.

1. Fuse caps
2. Spare fuse holder
3. MPEM

If defective, replace the fuse by one of the same rating. Make sure to properly close the fuse cap.

⚠️ **CAUTION**

Do not use a higher rated fuse as this can cause severe damage. Refer to SPECIFICATIONS section for recommended fuse rating. If a fuse is regularly burnt, see an authorized dealer.

⚠️ **WARNING**

If any water is found in the electrical box, immediately refer to an authorized dealer before operating the watercraft.

Properly close the electrical box cover making sure its seal is well positioned.
SPX/GSX/GTX/XP Models Only

The electrical system is protected with 5 fuses.

Two 15 A fuses protect the charging system. One fuse is located in the front electrical box and the other one is in the rear electrical box. If the battery is regularly discharged, check fuses.

Also, the holder relay which prevents the discharge of the battery through the ignition system when the craft is not running, is protected by a 5 A fuse. The holder relay is located in the front electrical box.

A 5 A fuse protects the starting system, accessories and controls. The fuse is located in the front electrical box. If the starter does not operate, check condition of this fuse and the one of the holder relay.

A 7.5 A fuse protects the variable trim system (VTS). The fuse is located in the rear electrical box.

To access fuses in the front electrical box, open storage cover and remove basket.

Unplug connectors of the front electrical box.

Unclip the electrical box from its seat and remove it.

Open the electrical box.

FRONT ELECTRICAL BOX
1. MPEM
2. Spare fuse holder
3. Fuse caps
4. Holder relay

Remove fuse caps to check fuse condition.

To access fuses in the rear electrical box, remove seat and vent tube support.

Unclip cover of rear electrical box and move cover beside box.

REAR ELECTRICAL BOX (EXCEPT XP)
1. Fuse holder

Unclip and pull out fuse connector to check fuse condition. 
If defective, replace the fuse by one of the same rating.

**CAUTION**
Do not use a higher rated fuse as this can cause severe damage. Refer to SPECIFICATIONS section for recommended fuse rating. If a fuse is regularly burnt, refer to an authorized dealer.

**WARNING**
If any water is found in the electrical box(es), immediately refer to an authorized dealer before operating the watercraft.

Properly close cover of each electrical box, making sure each seal is well positioned.

**General Inspection and Care**

**Inspection**
Check engine compartment for any damage and fuel/oil injection systems for leaks. Ensure all hose clamps are properly secured and no hose is cracked, kinked or presenting any other damage.

**WARNING**
If any gasoline leak or odor is found, do not start the engine. Have the watercraft serviced by an authorized dealer.

Inspect muffler, battery and fuel/oil reservoir fastening devices. Check electrical connections for corrosion and tightness.

Inspect hull and jet pump water intake grate for damage. Replace or have damaged parts repaired. It is recommended that an authorized dealer annually inspect the hull condition.

**Care**
Twice a year, the bilge should be cleaned with hot water and detergent or bilge cleaner to remove any possible fuel/oil/electrolyte deposits and mildew.

Occasionally, wash the body with water and soap (only use mild detergent). Remove any marine organisms from engine and/or hull. Apply non-abrasive wax such as silicone wax.

**CAUTION**
Never clean apparent fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.
TRANSPORTATION, STORAGE AND PRE-SEASON PREPARATION

Transportation

◆ WARNING
Always turn the fuel valve to OFF position when transporting or docking the watercraft.

Tie the watercraft to both bow and stern (front/rear) eyelets so that it is firmly retained on the trailer. Use additional tie-downs if necessary.

▾ CAUTION
Do not route ropes or tie-downs over the seat as they could produce permanent damage. Wrap ropes or tie-downs with rags or similar protectors where they can touch the watercraft body.

Ensure seat and storage cover are properly latched.
A SEA-DOO cover should protect the watercraft, particularly before driving on dirt roads, to prevent dirt entry through the air intake opening(s).
Observe trailering safety precautions.

Storage

It is recommended that the watercraft be serviced by an authorized dealer for storage but the following operations can be performed by you with a minimum of tools.

▾ CAUTION
Do not run the engine during the storage period.

Engine Draining

Check engine drain hose. Make sure there is no sand or other particles in it and that it is not obstructed so that water can leave the engine. Clean hose and fitting as necessary.

▾ CAUTION
Water in engine drain hose must be free to flow out, otherwise water could be trapped in engine. Should water freeze in engine, severe damage will occur. Check engine drain hose for obstructions.

All Models Except HX

TYPICAL
1. Engine drain hose
2. Exhaust outlet

◆ WARNING
Always turn the fuel valve to OFF position when transporting or docking the watercraft.

- CAUTION
Do not route ropes or tie-downs over the seat as they could produce permanent damage. Wrap ropes or tie-downs with rags or similar protectors where they can touch the watercraft body.

- CAUTION
Do not run the engine during the storage period.

Water in engine drain hose must be free to flow out, otherwise water could be trapped in engine. Should water freeze in engine, severe damage will occur. Check engine drain hose for obstructions.
HX Model

1. Engine drain hose

Watercraft Rinsing

Thoroughly rinse the watercraft hull, bilge, engine compartment, with fresh water.

Propulsion System

Lubricant in impeller shaft reservoir should be drained and reservoir cleaned. Refill with 90 mL (3.0 U.S. oz) of SEA-DOO synthetic polyolester oil (75W90 GL5 type C gear lube). Refer to an authorized dealer for this operation.

Fuel System

SEA-DOO fuel stabilizer (or equivalent), can be added in fuel tank to prevent fuel deterioration and carburetor gumming. Follow manufacturer’s instructions for proper use.

Cooling System Flushing and Engine Internal Lubrication

Refer to procedure in POST-OPERATION CARE.

Battery

Contact your authorized dealer or refer to the appropriate Shop Manual for proper storage procedure.

- CAUTION

Use only SEA-DOO jet pump oil or equivalent synthetic gear oil, otherwise component service life could be reduced. Do not mix oil brands or types.

- CAUTION

Do not lubricate excessively. Immediately stop when a slight movement is noticed on rubber boot.

- CAUTION

Fuel stabilizer should be added prior to engine lubrication to ensure carburetor protection against varnish deposits.

- WARNING

Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Always wipe off any fuel spillage from the watercraft. Always turn the fuel valve to OFF position when storing the watercraft.
Anticorrosion Treatment
Wipe off any residual water in the engine compartment.
Spray BOMBARDIER LUBE lubricant over metallic components in engine compartment.

Additional Recommended Protection
Cooling system may be filled with an equal part of water and antifreeze solution.

CAUTION
During winter storage in cold climates (where freezing may occur), always add antifreeze and water solution to cooling system. Mix in equal parts.

CAUTION
Always use Thelon glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

All Models Except the HX/XP
Install coupler hose to fitting spigot.
Install a hose pincher to engine water return hose (beside fitting spigot).

HX/XP Models Only
Install a hose pincher to engine drain hose.

Pour the antifreeze slowly mixed with water in coupler hose until the colored solution appears in the engine drain hose.

1. Coupler hose
2. Hose pincher
3. Fitting spigot

CAUTION
During winter storage in cold climates (where freezing may occur), always add antifreeze and water solution to cooling system. Mix in equal parts.

CAUTION
Always use Thelon glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

Disconnect engine water supply hose and engine water return hose.

1. Engine water supply hose
2. Engine water return hose

Temporarily install one hose to engine water inlet at cylinder head.
Insert a funnel into hose and pour about 1 liter (1 qt) of antifreeze mixed with water in engine.
Remove temporary hose and reconnect engine water supply hose and engine water return hose.

Remove hose pincher.

**All Models**

The following steps should be performed to provide the watercraft enhanced protection.

Remove muffler and drain out as much water as possible. Reinstall muffler.

**OR:** Disconnect one hose from muffler and pour some antifreeze solution inside muffler. Reconnect hose.

Lubricate the throttle cable with BOMBARDIER LUBE lubricant.

**NOTE:** A cable luer can be used on throttle cable end to inject BOMBARDIER LUBE lubricant.

Clean the bilge with hot water and detergent or with bilge cleaner. Rinse thoroughly. Lift front end of watercraft to completely drain bilge. If any repairs are needed to body or to the hull contact your dealer. For paint touch up to mechanical parts use Bombardier spray paint. For small gelcoat repairs, a Bombardier repair kit is available. See ACCESSORIES AND SERVICE PRODUCTS section. Replace damaged labels/decals.

**NOTE:** Bilge cleaning should be done prior to anticorrosion treatment.

Wash the body with soap and water solution (only use mild detergent). Rinse thoroughly with fresh water. Remove marine organisms from the hull. Apply a nonabrasive wax such as silicone wax.

**CAUTION**

Never clean apparent fiberglass and plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

If the watercraft is to be stored outside, cover it with an opaque tarpaulin to prevent sun rays and grime from affecting the plastic components, watercraft finish as well as preventing dust accumulation.

**CAUTION**

The watercraft must never be left in water for storage. Never leave the watercraft stored in direct sunlight. UV rays will dull finishes.

The seat should be partially left opened during storage (except HX/XP). This will avoid engine compartment condensation and possible corrosion.

**NOTE:** If the watercraft is stored outside with seat partially opened and without a tarpaulin, unscrew the rear drain plug in order to avoid water build up in the bilge during rainfall. Tilt the watercraft to the rear so that water can flow out of floorboard.

**Pre-Season Preparation**

Use the following chart.

Since technical skills and special tools are required, some operations should be performed by an authorized dealer.

**WARNING**

Observe all WARNINGS and CAUTIONS mentioned throughout this guide which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine BOMBARDIER parts or approved equivalents.
## Pre-Season Preparation Chart

**NOTE:** It is highly recommended that the dealer perform the annual safety inspection and factory campaigns in addition to the pre-season preparation all at the same time.

<table>
<thead>
<tr>
<th>OPERATIONS</th>
<th>To be performed by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lubrication/corrosion protection</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Battery condition/charging and reinstallation</td>
<td>DEALER</td>
</tr>
<tr>
<td>Battery, starter connections and routing</td>
<td>DEALER</td>
</tr>
<tr>
<td>Spark plug replacement</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil inspection</td>
<td>DEALER</td>
</tr>
<tr>
<td>Propulsion system inspection</td>
<td>DEALER</td>
</tr>
<tr>
<td>Oil filter replacement</td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel reservoir straps</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Oil reservoir straps</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Oil injection reservoir filling</td>
<td>OPERATOR</td>
</tr>
<tr>
<td>Flame arrester cleaning/inspection</td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel filter replacement</td>
<td>DEALER</td>
</tr>
<tr>
<td>Fuel line condition</td>
<td>DEALER</td>
</tr>
<tr>
<td>Filler neck, fuel tank and fuel cap condition</td>
<td>DEALER</td>
</tr>
<tr>
<td>Check valves, fasteners, fuel system pressurization</td>
<td>DEALER</td>
</tr>
<tr>
<td>Throttle and choke cable inspection/adjustment</td>
<td>DEALER</td>
</tr>
<tr>
<td>Oil injection pump adjustment and bleeding</td>
<td>DEALER</td>
</tr>
<tr>
<td>Engine ignition timing</td>
<td>DEALER</td>
</tr>
<tr>
<td>Carburetor adjustment</td>
<td>DEALER</td>
</tr>
<tr>
<td>Steering system adjustment/inspection</td>
<td>DEALER</td>
</tr>
<tr>
<td>Reverse cable adjustment (GTS/GTI/GTX)</td>
<td>DEALER</td>
</tr>
<tr>
<td>Inspection of water tank trap drains (bilge lines and bailer pick-ups)</td>
<td>DEALER</td>
</tr>
<tr>
<td>Inspection of cooling system hoses</td>
<td>DEALER</td>
</tr>
<tr>
<td>Monitoring beeper</td>
<td>DEALER</td>
</tr>
<tr>
<td>Digitally encoded security system (if equipped)</td>
<td>DEALER</td>
</tr>
</tbody>
</table>

① Before installing new spark plugs, it is suggested to burn the excess BOMBARDIER LUBE lubricant by starting the engine using the old spark plugs.

② Safety item covered in the annual safety inspection.

⚠️ **CAUTION**

Coupler hose must be installed or watercraft must be in water to cool engine. Running the engine without cooling water will damage exhaust hose interior and may damage engine.
TROUBLESHOOTING

The following chart is provided to help in diagnosing the probable source of simple troubles. You may be able to solve many of these problems rather quickly, but others may require the skills of a mechanical technician. In such cases, consult an authorized dealer for servicing.

Monitoring Beeper Coded Signals

*Watercraft Equipped with the Digitally Encoded Security System (DESS)*

<table>
<thead>
<tr>
<th>CODED SIGNALS</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 short beeps (while installing safety lanyard on craft switch).</td>
<td>• Confirms safety lanyard signal operation.</td>
<td>Engine can be started.</td>
</tr>
<tr>
<td>1 long beep (while installing safety lanyard on craft switch or when pressing start/stop button in some cases).</td>
<td>• Bad connection.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Wrong safety lanyard.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Defective safety lanyard.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Salt water in safety lanyard cap.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Improper operation of MPEM or defective wiring harness.</td>
<td>Reinstall safety lanyard cap correctly over switch. Use a safety lanyard that has been programmed for the craft. Use another programmed safety lanyard. Clean safety lanyard cap to remove salt water. Refer to an authorized dealer.</td>
</tr>
<tr>
<td>4 long beeps (while installing safety lanyard on craft switch).</td>
<td>• No communication between MPEM and DC-CDI module (XP/SPX/GSX/GTX models only).</td>
<td>Check fuse of holder relay in the main electrical box.</td>
</tr>
<tr>
<td>8 short beeps.</td>
<td>• Defective MPEM.</td>
<td>Refer to an authorized dealer.</td>
</tr>
</tbody>
</table>

*All Models*

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuously beeps.</td>
<td>• Engine overheats.</td>
<td>See ENGINE OVERHEATING.</td>
</tr>
</tbody>
</table>

*Engine will not Start*

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine does not turn over.</td>
<td>• Safety lanyard removed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Burnt fuse.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Discharged battery.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Battery connections, corroded or loose.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Water flooded engine.</td>
<td>Install cap over switch. Check wiring then replace fuse. Refer to an authorized dealer. Refer to an authorized dealer. Refer to Submerged Watercraft in SPECIAL PROCEDURES.</td>
</tr>
<tr>
<td>Engine turns slowly.</td>
<td>• Discharged or weak battery.</td>
<td>Refer to an authorized dealer.</td>
</tr>
<tr>
<td>Engine turns slowly.</td>
<td>• Fuel tank empty or water-contaminated.</td>
<td>Refill. Syphon and fill with fresh fuel. Clean, check fuel tank for water. Replace.</td>
</tr>
<tr>
<td></td>
<td>• Fuel filter clogged or water-contaminated.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Fuel flooded engine:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Fouled/defective spark plugs.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Misuse of choke.</td>
<td>Use only with cold engine. Replace spark plugs.</td>
</tr>
</tbody>
</table>
### Engine Misfires, Runs Irregularly

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weak spark.</td>
<td>• Fouled/defective/worn spark plugs.</td>
<td>Replace.</td>
</tr>
<tr>
<td></td>
<td>• Faulty rev limiter.</td>
<td>Refer to an authorized dealer.</td>
</tr>
<tr>
<td></td>
<td>• Too much oil supplied to engine.</td>
<td>Improper oil pump adjustment, refer to an authorized dealer.</td>
</tr>
<tr>
<td>Lean fuel mixture.</td>
<td>• Fuel: Level too low, stale or water-contaminated.</td>
<td>Syphon and/or refill.</td>
</tr>
<tr>
<td></td>
<td>• Fuel filter, clogged or water-contaminated.</td>
<td>Refer to an authorized dealer.</td>
</tr>
<tr>
<td></td>
<td>• Fuel valve partially open.</td>
<td>Turn fuel valve to ON position.</td>
</tr>
<tr>
<td>Rich fuel mixture (high fuel consumption).</td>
<td>• Flame arrester dirty/clogged.</td>
<td>Clean or replace.</td>
</tr>
<tr>
<td></td>
<td>• Partially closed choke.</td>
<td>Refer to an authorized dealer.</td>
</tr>
</tbody>
</table>

### Engine Overheats

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monitoring beeper sounds continuously.</td>
<td>• Clogged jet pump water intake.</td>
<td>Clean.</td>
</tr>
<tr>
<td></td>
<td>• Incorrect type of fuel or oil.</td>
<td>Syphon and refill.</td>
</tr>
<tr>
<td></td>
<td>• Clogged coolant system.</td>
<td>Flush cooling system with coupler hose.</td>
</tr>
</tbody>
</table>

### Engine Continually Backfires

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weak spark.</td>
<td>• Fouled/defective/worn spark plugs.</td>
<td>Replace.</td>
</tr>
<tr>
<td>Overheated engine.</td>
<td>• See ENGINE OVERHEATING.</td>
<td></td>
</tr>
</tbody>
</table>

### Engine Pinging or Knocking

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Poor quality gasoline/low octane.</td>
<td>Use well known quality and recommended gasoline.</td>
</tr>
<tr>
<td></td>
<td>• Spark plug heat range too high.</td>
<td>Use recommended spark plugs.</td>
</tr>
<tr>
<td></td>
<td>• Ignition timing.</td>
<td>Refer to an authorized dealer.</td>
</tr>
</tbody>
</table>

### Engine Lacks Acceleration or Power

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Weak spark/incorrect fuel mixture.</td>
<td>Refer to ENGINE MISFIRES, RUNS IRREGULARLY.</td>
</tr>
<tr>
<td></td>
<td>• Water in fuel or injection oil.</td>
<td>Syphon and replace.</td>
</tr>
<tr>
<td>Overheated engine.</td>
<td>• See ENGINE OVERHEATING.</td>
<td></td>
</tr>
</tbody>
</table>
## Watercraft Can Not Reach Top Speed

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cavitation.</td>
<td>• Jet pump water intake clogged.</td>
<td>Clean.</td>
</tr>
<tr>
<td></td>
<td>• Damaged impeller.</td>
<td>Replace. Refer to an authorized dealer.</td>
</tr>
</tbody>
</table>

## Abnormal Noise from Propulsion System

<table>
<thead>
<tr>
<th>OTHER OBSERVATION</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cavitation.</td>
<td>• Weeds or debris jammed around impeller.</td>
<td>Clean and check for damage.</td>
</tr>
<tr>
<td></td>
<td>• Damaged impeller shaft or drive shaft.</td>
<td>Refer to an authorized dealer.</td>
</tr>
</tbody>
</table>
## SPECIFICATIONS

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>SP (5879)</th>
<th>SPX (5661)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>Rotax 717, 2-stroke</td>
<td>Rotax 787, 2-stroke</td>
</tr>
<tr>
<td>Induction type</td>
<td>Rotary valve</td>
<td>Rotary valve</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Water cooled/water injected</td>
<td>Water cooled/water injected</td>
</tr>
<tr>
<td>Exhaust valve</td>
<td>N.A.</td>
<td>R.A.V.E.</td>
</tr>
<tr>
<td>Lubrication</td>
<td><strong>Type</strong></td>
<td>Oil injection</td>
</tr>
<tr>
<td></td>
<td><strong>Oil type</strong></td>
<td>BOMBARDIER ROTAX Injection Oil</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Displacement</td>
<td>718 cm³ (43.81 in³)</td>
<td>782 cm³ (47.69 in³)</td>
</tr>
<tr>
<td>Rev limiter setting</td>
<td>5900 RPM ± 50</td>
<td>7200 RPM ± 50</td>
</tr>
</tbody>
</table>

### COOLING

| Type | Water cooled, total loss type. Direct flow from propulsion unit. | Water cooled, total loss type. Direct flow from propulsion unit. |

### ELECTRICAL

| Magneto generator output | 160 W @ 6000 RPM | 180 W @ 6000 RPM |
| Ignition system type | CDI | DC-CDI |
| Spark plug Make and type | NGK, BR7ES | NGK, BR8ES |
| Gap | 0.5 - 0.6 mm (.020 - .024 in) | 0.5 - 0.6 mm (.020 - .024 in) |
| Starting system | Electric starter | Electric starter |
| Battery | 12 V, 19 A | 12 V, 19 A |
| Fuse | Starting system 5 A | 5 A |
| | Charging system 15 A | 2 x 15 A |
| | VTS system N.A. | 7.5 A |
| | Holder relay N.A. | 5 A |

### CARBURETION

| Fuel type | Regular unleaded gasoline | Regular unleaded gasoline |
| Carburetor | BN 38 Diaphragm Quantity: 1 | BN 40I Diaphragm Quantity: 2 |

N.A.: Not Applicable.
<table>
<thead>
<tr>
<th>PROPULSION</th>
<th>SP (5879)</th>
<th>SPX (5661)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Bombardier Formula pump</td>
<td>Bombardier Formula pump</td>
</tr>
<tr>
<td>Jet pump type</td>
<td>Axial flow, single stage</td>
<td>Axial flow, single stage</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive</td>
<td>Direct drive</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil type</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
</tr>
<tr>
<td>Pivoting angle of direction (nozzle)</td>
<td>~ 26°</td>
<td>~ 26°</td>
</tr>
<tr>
<td>Pivoting angle of variable trim system</td>
<td>N.A.</td>
<td>~ 8°</td>
</tr>
<tr>
<td>Minimum required water level for jet pump</td>
<td>90 cm (3 ft)</td>
<td>90 cm (3 ft)</td>
</tr>
</tbody>
</table>

**PERFORMANCE**

<table>
<thead>
<tr>
<th></th>
<th>Fuel tank without reserve</th>
<th>Fuel tank reserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruising time at full throttle</td>
<td>~45 minutes</td>
<td>~9 minutes</td>
</tr>
<tr>
<td></td>
<td>~36 minutes</td>
<td>~7 minutes</td>
</tr>
</tbody>
</table>

**DIMENSIONS**

<table>
<thead>
<tr>
<th>Number of passengers</th>
<th>1 operator and 1 passenger</th>
<th>1 operator and 1 passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>254 cm (100 in)</td>
<td>254 cm (100 in)</td>
</tr>
<tr>
<td>Overall width</td>
<td>105 cm (41.5 in)</td>
<td>105 cm (41.5 in)</td>
</tr>
<tr>
<td>Overall height</td>
<td>92 cm (36.2 in)</td>
<td>92 cm (36.2 in)</td>
</tr>
<tr>
<td>Weight</td>
<td>N.A.</td>
<td>197 kg (434 lb)</td>
</tr>
<tr>
<td>Load limit (passengers + luggage)</td>
<td>160 kg (352 lb)</td>
<td>160 kg (352 lb)</td>
</tr>
<tr>
<td>Hull material</td>
<td>Composite (fiberglass)</td>
<td>Composite (fiberglass)</td>
</tr>
</tbody>
</table>

**CAPACITIES**

<table>
<thead>
<tr>
<th></th>
<th>Fuel tank 34 L (9 U.S. gal)</th>
<th>Fuel tank 34 L (9 U.S. gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impeller shaft reservoir capacity</td>
<td>90 mL (3 U.S. oz)</td>
<td>90 mL (3 U.S. oz)</td>
</tr>
<tr>
<td>Oil level</td>
<td>Up to plug</td>
<td>Up to plug</td>
</tr>
<tr>
<td>Oil injection reservoir</td>
<td>4.5 L (1.2 U.S. gal)</td>
<td>4.5 L (1.2 U.S. gal)</td>
</tr>
</tbody>
</table>

① Refer to load limit.

N.A.: Not Applicable.

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.
### ENGINE

<table>
<thead>
<tr>
<th></th>
<th>HX (5882)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>Rotax 717, 2-stroke</td>
</tr>
<tr>
<td>Induction type</td>
<td>Rotary valve</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Water cooled/water injected</td>
</tr>
<tr>
<td>Lubrication</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Oil injection</td>
</tr>
<tr>
<td>Oil type</td>
<td>BOMBARDIER ROTAX INJECTION OIL</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>2</td>
</tr>
<tr>
<td>Displacement</td>
<td>718 cm³ (43.81 in³)</td>
</tr>
<tr>
<td>Rev limiter setting</td>
<td>7000 RPM ± 50</td>
</tr>
</tbody>
</table>

### COOLING

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Water cooled, total loss type. Direct flow from propulsion unit.</td>
</tr>
</tbody>
</table>

### ELECTRICAL

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Magneto generator output</td>
<td>160 W @ 6000 RPM</td>
</tr>
<tr>
<td>Ignition system type</td>
<td>CDI</td>
</tr>
<tr>
<td>Spark plug Make and type</td>
<td>NGK BR8ES</td>
</tr>
<tr>
<td>Gap</td>
<td>0.5 - 0.6 mm (.020 - .024 po)</td>
</tr>
<tr>
<td>Starting system</td>
<td>Electric starter</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V, 19 A</td>
</tr>
<tr>
<td>Fuse</td>
<td></td>
</tr>
<tr>
<td>Starting system</td>
<td>5 A</td>
</tr>
<tr>
<td>Charging system</td>
<td>15 A</td>
</tr>
<tr>
<td>VTS system</td>
<td>N.A.</td>
</tr>
</tbody>
</table>

### CARBURETION

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel type</td>
<td>Regular unleaded gasoline</td>
</tr>
<tr>
<td>Carburetator</td>
<td>BN 38I</td>
</tr>
<tr>
<td>Diaphragm</td>
<td></td>
</tr>
<tr>
<td>Quantity</td>
<td>2</td>
</tr>
</tbody>
</table>

N.A.: Not Applicable.
PROPULSION  |  HX (5882)
---|---
Propulsion system | Bombardier Formula pump
Jet pump type | Axial flow, single stage
Transmission | Direct drive/split FR and RR
Impeller shaft reservoir oil type | SEA-DOO synthetic polyolester oil 75W90 GL5
Pivoting angle of direction (nozzle) | ~ 26°
Pivoting angle of variable trim system | ± 10°
Minimum required water level for jet pump | 90 cm (3 ft)

PERFORMANCE

| Cruising time at full throttle | Fuel tank without reserve | ~ 35 minutes |
| Fuel tank reserve | ~ 10 minutes |

DIMENSIONS

| Number of passengers | 1 operator |
| Overall length | 273 cm (107.5 in) |
| Overall width | 85 cm (33.5 in) |
| Overall height | 97 cm (38.2 in) |
| Weight | 177 kg (390 lb) |
| Load limit (operator + luggage) | 110 kg (250 lb) |
| Hull material | Composite (fiberglass) |

CAPACITIES

| Fuel tank | 27 L (7 U.S. gal) |
| Impeller shaft reservoir Capacity | 90 mL (3 U.S. oz) |
| Oil level | Up to plug |
| Oil injection reservoir | 4 L (1 U.S. gal) |

N.A.: Not Applicable.

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<table>
<thead>
<tr>
<th>ENGINE</th>
<th>GTS (5818)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>Rotax 717, 2-stroke</td>
</tr>
<tr>
<td>Induction type</td>
<td>Rotary valve</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Water cooled/water injected</td>
</tr>
<tr>
<td>Lubrication</td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>Oil injection</td>
</tr>
<tr>
<td>Oil type</td>
<td>BOMBARDIER ROTAX INJECTION OIL</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>2</td>
</tr>
<tr>
<td>Displacement</td>
<td>718 cm³ (43.81 in³)</td>
</tr>
<tr>
<td>Rev limiter setting</td>
<td>7000 RPM ± 50</td>
</tr>
</tbody>
</table>

**COOLING**

<table>
<thead>
<tr>
<th>Type</th>
<th>Water cooled, total loss type. Direct flow from propulsion unit.</th>
</tr>
</thead>
</table>

**ELECTRICAL**

| Magneto generator output       | 160 W @ 6000 RPM          |
| Ignition system type           | CDI                      |
| Spark plug                     | NGK, BR8ES               |
| Gap                            | 0.5 - 0.6 mm (.020 - .024 in) |
| Starting system                | Electric starter         |
| Battery                        | 12 V, 19 A               |
| Fuse                           |                             |
| Starting system                | 5 A                       |
| Charging system                | 15 A                      |

**CARBURETION**

| Fuel type                      | Regular unleaded gasoline |
| Carburetor                     | BN 40I                    |
| Diaphragm type                 |                             |
| Quantity                       | 1                         |
### PROPULSION

<table>
<thead>
<tr>
<th></th>
<th>GTS (5818)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Bombardier Formula pump</td>
</tr>
<tr>
<td>Jet pump type</td>
<td>Axial flow, single stage</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil type</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
</tr>
<tr>
<td>Pivoting angle of direction (nozzle)</td>
<td>~ 26°</td>
</tr>
<tr>
<td>Pivoting angle of variable trim system</td>
<td>N.A.</td>
</tr>
<tr>
<td>Minimum required water level for jet pump</td>
<td>90 cm (3 ft)</td>
</tr>
</tbody>
</table>

### PERFORMANCE

<table>
<thead>
<tr>
<th></th>
<th>Fuel tank without reserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruising time at full throttle</td>
<td>N.A.</td>
</tr>
<tr>
<td>Fuel tank reserve</td>
<td>N.A.</td>
</tr>
</tbody>
</table>

### DIMENSIONS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of passengers</td>
<td>3</td>
</tr>
<tr>
<td>Overall length</td>
<td>302 cm (119 in)</td>
</tr>
<tr>
<td>Overall width</td>
<td>119 cm (46.9 in)</td>
</tr>
<tr>
<td>Overall height</td>
<td>95 cm (37.4 in)</td>
</tr>
<tr>
<td>Weight</td>
<td>N.A.</td>
</tr>
<tr>
<td>Load limit (passengers + luggage)</td>
<td>225 kg (496 lb)</td>
</tr>
<tr>
<td>Hull material</td>
<td>Composite (fiberglass)</td>
</tr>
</tbody>
</table>

### CAPACITIES

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank</td>
<td>46 L (12 U.S. gal)</td>
</tr>
<tr>
<td>Impeller shaft reservoir Capacity</td>
<td>90 mL (3 U.S. oz)</td>
</tr>
<tr>
<td></td>
<td>Oil level Up to plug</td>
</tr>
<tr>
<td>Oil injection reservoir</td>
<td>4.5 L (1.2 U.S. gal)</td>
</tr>
</tbody>
</table>

① Refer to load limit.
N.A.: Not Applicable.

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<table>
<thead>
<tr>
<th>ENGINE</th>
<th>GS (5621)</th>
<th>GSI (5622)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>Rotax 717, 2-stroke</td>
<td>Rotax 717, 2-stroke</td>
</tr>
<tr>
<td>Induction type</td>
<td>Rotary valve</td>
<td>Rotary valve</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Water cooled/water injected</td>
<td>Water cooled/water injected</td>
</tr>
<tr>
<td>Exhaust valve</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
<tr>
<td>Lubrication</td>
<td>Type: Oil injection</td>
<td>Type: Oil injection</td>
</tr>
<tr>
<td></td>
<td>Oil type: BOMBARDIER ROTAX INJECTION OIL</td>
<td>Oil type: BOMBARDIER ROTAX INJECTION OIL</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Displacement</td>
<td>718 cm³ (43.81 in³)</td>
<td>718 cm³ (43.81 in³)</td>
</tr>
<tr>
<td>Rev limiter setting</td>
<td>7000 RPM ± 50</td>
<td>7000 RPM ± 50</td>
</tr>
</tbody>
</table>

**COOLING**

- Type: Water cooled, total loss type. Direct flow from propulsion unit.
- Type: Water cooled, total loss type. Direct flow from propulsion unit.

**ELECTRICAL**

- Magneto generator output: 160 W @ 6000 RPM
- Ignition system type: CDI
- Spark plug: Make and type NGK, BR8ES
- Gap: 0.5 - 0.6 mm (0.020 - 0.024 in)
- Starting system: Electric starter
- Battery: 12 V, 19 A
- Fuse: Starting system 5 A
- Charging system: 15 A
- VTS system: N.A.
- Holder relay: N.A.

**CARBURETION**

- Fuel type: Regular unleaded gasoline
- Carburetor: BN 40I Diaphragm type Quantity: 1

N.A.: Not Applicable.
### PROPELLION

<table>
<thead>
<tr>
<th></th>
<th>GS (5621)</th>
<th>GSI (5622)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Bombardier Formula pump</td>
<td>Bombardier Formula pump</td>
</tr>
<tr>
<td>Jet pump type</td>
<td>Axial flow, single stage</td>
<td>Axial flow, single stage</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive</td>
<td>Direct drive</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil type</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
</tr>
<tr>
<td>Pivoting angle of direction (nozzle)</td>
<td>~ 26°</td>
<td>~ 26°</td>
</tr>
<tr>
<td>Pivoting angle of variable trim system</td>
<td>N.A.</td>
<td>± 8°</td>
</tr>
<tr>
<td>Minimum required water level for jet pump</td>
<td>90 cm (3 ft)</td>
<td>90 cm (3 ft)</td>
</tr>
</tbody>
</table>

### PERFORMANCE

- **Cruising time at full throttle**
  - Fuel tank without reserve: N.A.
  - Fuel tank reserve: N.A.

### DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>2</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of passengers</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Overall length</td>
<td>267 cm (105 in)</td>
<td>267 cm (105 in)</td>
</tr>
<tr>
<td>Overall width</td>
<td>116 cm (45.7 in)</td>
<td>116 cm (45.7 in)</td>
</tr>
<tr>
<td>Overall height</td>
<td>99 cm (39 in)</td>
<td>99 cm (39 in)</td>
</tr>
<tr>
<td>Weight</td>
<td>227 kg (500 lb)</td>
<td>227 kg (500 lb)</td>
</tr>
<tr>
<td>Load limit (passengers + luggage)</td>
<td>165 kg (364 lb)</td>
<td>165 kg (364 lb)</td>
</tr>
<tr>
<td>Hull material</td>
<td>Composite (fiberglass)</td>
<td>Composite (fiberglass)</td>
</tr>
</tbody>
</table>

### CAPACITIES

<table>
<thead>
<tr>
<th></th>
<th>56.5 L (15 U.S. gal)</th>
<th>56.5 L (15 U.S. gal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impeller shaft reservoir</td>
<td>Capacity 90 mL (3 U.S. oz)</td>
<td>Capacity 90 mL (3 U.S. oz)</td>
</tr>
<tr>
<td></td>
<td>Oil level Up to plug</td>
<td>Oil level Up to plug</td>
</tr>
<tr>
<td>Oil injection reservoir</td>
<td>6 L (1.6 U.S. gal)</td>
<td>6 L (1.6 U.S. gal)</td>
</tr>
</tbody>
</table>

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.
## ENGINE

<table>
<thead>
<tr>
<th></th>
<th>GSX (5624)</th>
<th>XP (5662)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>Rotax 787, 2-stroke</td>
<td>Rotax 787, 2-stroke</td>
</tr>
<tr>
<td>Induction type</td>
<td>Rotary valve</td>
<td>Rotary valve</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Water cooled/water</td>
<td>Water cooled/water</td>
</tr>
<tr>
<td></td>
<td>injected with regulator</td>
<td>injected with regulator</td>
</tr>
<tr>
<td>Exhaust valve</td>
<td>R.A.V.E.</td>
<td>R.A.V.E.</td>
</tr>
<tr>
<td>Lubrication Type</td>
<td>Oil injection</td>
<td>Oil injection</td>
</tr>
<tr>
<td>Oil type</td>
<td>FORMULA XP-S</td>
<td>FORMULA XP-S</td>
</tr>
<tr>
<td></td>
<td>synthetic injection oil</td>
<td>synthetic injection oil</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Displacement</td>
<td>781.6 cm³ (47.7 in³)</td>
<td>781.6 cm³ (47.7 in³)</td>
</tr>
<tr>
<td>Rev limiter setting</td>
<td>7200 RPM ± 50</td>
<td>7200 RPM ± 50</td>
</tr>
</tbody>
</table>

## COOLING

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Water cooled, total loss type. Direct flow from propulsion unit.</td>
<td>Water cooled, total loss type. Direct flow from propulsion unit.</td>
</tr>
</tbody>
</table>

## ELECTRICAL

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Magneto generator output</td>
<td>180 W @ 6000 RPM</td>
<td>180 W @ 6000 RPM</td>
</tr>
<tr>
<td>Ignition system type</td>
<td>DC-CDI</td>
<td>DC-CDI</td>
</tr>
<tr>
<td>Spark plug Make and type</td>
<td>NGK, BR8ES</td>
<td>NGK, BR8ES</td>
</tr>
<tr>
<td>Gap</td>
<td>0.5 - 0.6 mm (.020 - .024 in)</td>
<td>0.5 - 0.6 mm (.020 - .024 in)</td>
</tr>
<tr>
<td>Starting system</td>
<td>Electric starter</td>
<td>Electric starter</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V, 19 A</td>
<td>12 V, 19 A</td>
</tr>
<tr>
<td>Fuse</td>
<td>5 A</td>
<td>5 A</td>
</tr>
<tr>
<td>Charging system</td>
<td>2 x 15 A</td>
<td>2 x 15 A</td>
</tr>
<tr>
<td>VTS system</td>
<td>7.5 A</td>
<td>7.5 A</td>
</tr>
<tr>
<td>Holder relay</td>
<td>5 A</td>
<td>5 A</td>
</tr>
</tbody>
</table>

## CARBURETION

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel type</td>
<td>Regular unleaded</td>
<td>Regular unleaded</td>
</tr>
<tr>
<td></td>
<td>gasoline</td>
<td>gasoline</td>
</tr>
<tr>
<td>Carburetor</td>
<td>BN 40I Diaphragm</td>
<td>BN 40I Diaphragm</td>
</tr>
<tr>
<td></td>
<td>Quantity: 2</td>
<td>Quantity: 2</td>
</tr>
</tbody>
</table>

N.A.: Not Applicable.
<table>
<thead>
<tr>
<th>PROPULSION</th>
<th>GSX (5624)</th>
<th>XP (5662)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Bombardier Formula pump</td>
<td>Bombardier Formula pump</td>
</tr>
<tr>
<td>Jet pump type</td>
<td>Axial flow, single stage</td>
<td>Axial flow, single stage</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive</td>
<td>Direct drive/split FR and RR</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil type</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
</tr>
<tr>
<td>Pivoting angle of direction (nozzle)</td>
<td>~ 26°</td>
<td>~ 26°</td>
</tr>
<tr>
<td>Pivoting angle of variable trim system</td>
<td>± 8°</td>
<td>± 8°</td>
</tr>
<tr>
<td>Minimum required water level for jet pump</td>
<td>90 cm (3 ft)</td>
<td>90 cm (3 ft)</td>
</tr>
</tbody>
</table>

**PERFORMANCE**

<table>
<thead>
<tr>
<th></th>
<th>GSX (5624)</th>
<th>XP (5662)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruising time at full throttle</td>
<td>~1 hour 8 minutes</td>
<td>N.A.</td>
</tr>
<tr>
<td>Fuel tank reserve</td>
<td>~9 minutes</td>
<td>N.A.</td>
</tr>
</tbody>
</table>

**DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>GSX (5624)</th>
<th>XP (5662)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of passengers (driver included)</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Overall length</td>
<td>267 cm (105 in)</td>
<td>269 cm (106 in)</td>
</tr>
<tr>
<td>Overall width</td>
<td>116 cm (45.7 in)</td>
<td>104 cm (41 in)</td>
</tr>
<tr>
<td>Overall height</td>
<td>94 cm (37 in)</td>
<td>N.A.</td>
</tr>
<tr>
<td>Weight</td>
<td>227 kg (500 lb)</td>
<td>236 kg (520 lb)</td>
</tr>
<tr>
<td>Load limit (passengers + luggage)</td>
<td>165 kg (364 lb)</td>
<td>136 kg (300 lb)</td>
</tr>
<tr>
<td>Hull material</td>
<td>Composite (fiberglass)</td>
<td>Composite (fiberglass)</td>
</tr>
</tbody>
</table>

**CAPACITIES**

<table>
<thead>
<tr>
<th></th>
<th>GSX (5624)</th>
<th>XP (5662)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank</td>
<td>56.5 L (15 U.S. gal)</td>
<td>45.5 L (12 U.S. gal)</td>
</tr>
<tr>
<td>Impeller shaft reservoir capacity</td>
<td>90 mL (3 U.S. oz)</td>
<td>90 mL (3 U.S. oz)</td>
</tr>
<tr>
<td>Oil level</td>
<td>Up to plug</td>
<td>Up to plug</td>
</tr>
<tr>
<td>Oil injection reservoir</td>
<td>6 L (1.6 U.S. gal)</td>
<td>4.5 L (1.2 U.S. gal)</td>
</tr>
</tbody>
</table>

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.
### ENGINE

<table>
<thead>
<tr>
<th></th>
<th>GTI (5641)</th>
<th>GTX (5642)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>Rotax 717, 2-stroke</td>
<td>Rotax 787, 2-stroke</td>
</tr>
<tr>
<td>Induction type</td>
<td>Rotary valve</td>
<td>Rotary valve</td>
</tr>
<tr>
<td>Exhaust system</td>
<td>Water cooled/water injected</td>
<td>Water cooled/water injected with regulator</td>
</tr>
<tr>
<td>Exhaust valve</td>
<td>N.A.</td>
<td>R.A.V.E.</td>
</tr>
<tr>
<td>Lubrication type</td>
<td>Oil injection</td>
<td>Oil injection</td>
</tr>
<tr>
<td>Lubrication oil type</td>
<td>BOMBARDIER ROTAX INJECTION OIL</td>
<td>FORMULA XP-S synthetic injection oil</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Displacement</td>
<td>718 cm³ (43.81 in³)</td>
<td>781.6 cm³ (47.7 in³)</td>
</tr>
<tr>
<td>Rev limiter setting</td>
<td>7000 RPM ± 50</td>
<td>7200 RPM ± 50</td>
</tr>
</tbody>
</table>

### COOLING

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Water cooled, total loss type. Direct flow from propulsion unit.</td>
<td>Water cooled, total loss type. Direct flow from propulsion unit.</td>
</tr>
</tbody>
</table>

### ELECTRICAL

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Magneto generator output</td>
<td>160 W @ 6000 RPM</td>
<td>180 W @ 6000 RPM</td>
</tr>
<tr>
<td>Ignition system type</td>
<td>CDI</td>
<td>DC-CDI</td>
</tr>
<tr>
<td>Spark plug</td>
<td>NGK, BR8ES</td>
<td>NGK, BR8ES</td>
</tr>
<tr>
<td>Gap</td>
<td>0.5 - 0.6 mm (.020 - .024 in)</td>
<td>0.5 - 0.6 mm (.020 - .024 in)</td>
</tr>
<tr>
<td>Starting system</td>
<td>Electric starter</td>
<td>Electric starter</td>
</tr>
<tr>
<td>Battery</td>
<td>12 V, 19 A</td>
<td>12 V, 19 A</td>
</tr>
<tr>
<td>Fuse</td>
<td>5 A</td>
<td>5 A</td>
</tr>
<tr>
<td>Charging system</td>
<td>15 A</td>
<td>2 x 15 A</td>
</tr>
<tr>
<td>VTS system</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
<tr>
<td>Holder relay</td>
<td>N.A.</td>
<td>5 A</td>
</tr>
</tbody>
</table>

### CARBURETION

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel type</td>
<td>Regular unleaded gasoline</td>
<td>Regular unleaded gasoline</td>
</tr>
<tr>
<td>Carburetor</td>
<td>BN 40I Diaphragm type Quantity: 2</td>
<td>BN 40I Diaphragm type Quantity: 2</td>
</tr>
</tbody>
</table>

N.A.: Not Applicable.
<table>
<thead>
<tr>
<th>PROPULSION</th>
<th>GTI (5641)</th>
<th>GTX (5642)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propulsion system</td>
<td>Bombardier Formula pump</td>
<td>Bombardier Formula pump</td>
</tr>
<tr>
<td>Jet pump type</td>
<td>Axial flow, single stage</td>
<td>Axial flow, single stage</td>
</tr>
<tr>
<td>Transmission</td>
<td>Direct drive</td>
<td>Direct drive</td>
</tr>
<tr>
<td>Impeller shaft reservoir oil type</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
<td>SEA-DOO synthetic polyolester oil 75W90 GL5</td>
</tr>
<tr>
<td>Pivoting angle of direction (nozzle)</td>
<td>~ 23°</td>
<td>~ 23°</td>
</tr>
<tr>
<td>Pivoting angle of variable trim system</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
<tr>
<td>Minimum required water level for jet pump</td>
<td>90 cm (3 ft)</td>
<td>90 cm (3 ft)</td>
</tr>
</tbody>
</table>

**PERFORMANCE**

| Cruising time at full throttle | Fuel tank without reserve | ~1 hour 8 minutes |
| Fuel tank reserve | N.A. | ~9 minutes |

**DIMENSIONS**

| Number of passengers (driver included) | 3 | 3 |
| Overall length | 312 cm (122.8 in) | 312 cm (122.8 in) |
| Overall width | 119 cm (47 in) | 119 cm (47 in) |
| Overall height | 94 cm (37 in) | 94 cm (37 in) |
| Weight | 262 kg (578 lb) | 262 kg (578 lb) |
| Load limit (passengers + luggage) | 230 kg (507 lb) | 230 kg (507 lb) |
| Hull material | Composite (fiberglass) | Composite (fiberglass) |

**CAPACITIES**

| Fuel tank | 56.5 L (15 U.S. gal) | 56.5 L (15 U.S. gal) |
| Impeller shaft reservoir Capacity | 90 mL (3 U.S. oz) | 90 mL (3 U.S. oz) |
| Oil level | Up to plug | Up to plug |
| Oil injection reservoir | 6 L (1.6 U.S. gal) | 6 L (1.6 U.S. gal) |

BOMBARDIER INC. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.
# SI* METRIC INFORMATION

## BASE UNITS

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>SYMBOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>length</td>
<td>meter</td>
<td>m</td>
</tr>
<tr>
<td>mass</td>
<td>kilogram</td>
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<tr>
<td>force</td>
<td>newton</td>
<td>N</td>
</tr>
<tr>
<td>liquid</td>
<td>liter</td>
<td>L</td>
</tr>
<tr>
<td>temperature</td>
<td>Celsius</td>
<td>°C</td>
</tr>
<tr>
<td>pressure</td>
<td>kilopascal</td>
<td>kPa</td>
</tr>
<tr>
<td>torque</td>
<td>newton-meter</td>
<td>N•m</td>
</tr>
<tr>
<td>land velocity</td>
<td>kilometer per hour</td>
<td>km/h</td>
</tr>
<tr>
<td>navigation velocity</td>
<td>knot</td>
<td>kn</td>
</tr>
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</table>

## PREFIXES

<table>
<thead>
<tr>
<th>PREFIX</th>
<th>SYMBOL</th>
<th>MEANING</th>
<th>VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>kilo</td>
<td>k</td>
<td>one thousand</td>
<td>1000</td>
</tr>
<tr>
<td>centi</td>
<td>c</td>
<td>one hundredth</td>
<td>0.01</td>
</tr>
<tr>
<td>milli</td>
<td>m</td>
<td>one thousandth</td>
<td>0.001</td>
</tr>
<tr>
<td>micro</td>
<td>µ</td>
<td>one millionth</td>
<td>0.000001</td>
</tr>
</tbody>
</table>

## CONVERSION FACTORS

<table>
<thead>
<tr>
<th>TO CONVERT</th>
<th>TO ☀</th>
<th>MULTIPLY BY</th>
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<tbody>
<tr>
<td>in</td>
<td>mm</td>
<td>25.4</td>
</tr>
<tr>
<td>in²</td>
<td>cm²</td>
<td>6.45</td>
</tr>
<tr>
<td>ft²</td>
<td>cm²</td>
<td>16.39</td>
</tr>
<tr>
<td>oz</td>
<td>lb</td>
<td>0.45</td>
</tr>
<tr>
<td>lb</td>
<td>lbf</td>
<td>12</td>
</tr>
<tr>
<td>lb•ft</td>
<td>lbf•ft</td>
<td>1.36</td>
</tr>
<tr>
<td>lb•in</td>
<td>lbf•in</td>
<td>11</td>
</tr>
<tr>
<td>PSI</td>
<td>kPa</td>
<td>6.89</td>
</tr>
<tr>
<td>imp. oz</td>
<td>U.S. oz</td>
<td>0.96</td>
</tr>
<tr>
<td>imp. oz</td>
<td>mL</td>
<td>28.41</td>
</tr>
<tr>
<td>imp. gal</td>
<td>U.S. gal</td>
<td>1.2</td>
</tr>
<tr>
<td>imp. gal</td>
<td>L</td>
<td>4.55</td>
</tr>
<tr>
<td>U.S. oz</td>
<td>mL</td>
<td>29.57</td>
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<tr>
<td>U.S. gal</td>
<td>L</td>
<td>3.79</td>
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<tr>
<td>knot</td>
<td>MPH</td>
<td>1.15</td>
</tr>
<tr>
<td>MPH</td>
<td>km/h</td>
<td>1.61</td>
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<tr>
<td>Fahrenheit</td>
<td>Celsius</td>
<td>(°F - 32) ÷ 1.8</td>
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<tr>
<td>Celsius</td>
<td>Fahrenheit</td>
<td>(°C x 1.8) + 32</td>
</tr>
<tr>
<td>hp</td>
<td>kW</td>
<td>0.75</td>
</tr>
</tbody>
</table>

* The international system of units abbreviates SI in all languages.

☀ To obtain the reverse sequence, divide by the given factor. Example: to convert millimeters to inches, divide by 25.4.

**NOTE:** Conversion factors are rounded off to 2 decimals for easier use.
**OTHER PUBLICATIONS AVAILABLE**

<table>
<thead>
<tr>
<th>PUBLICATION</th>
<th>P/N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shop Manual</td>
<td>219 100 048</td>
</tr>
<tr>
<td>Sea-Doo Racing Handbook</td>
<td>219 000 060</td>
</tr>
<tr>
<td>Specification Booklet</td>
<td>219 100 049</td>
</tr>
</tbody>
</table>
Please verify with your selling dealer to ensure your SEA-DOO watercraft has been registered with Bombardier.

<table>
<thead>
<tr>
<th>WATERCRAFT MODEL No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>____________________</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HULL</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDENTIFICATION NUMBER (H.I.N.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENGINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDENTIFICATION NUMBER (E.I.N.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Purchase Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>_____________</td>
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<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Warranty Expiry Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>_____________</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

To be completed by the dealer at the time of the sale

DEALER IMPRINT AREA

Please verify with your selling dealer to ensure your SEA-DOO watercraft has been registered with Bombardier.
CHANGE OF ADDRESS

If your address has changed, be sure to fill out and mail the card provided on this page. Such notification is likewise necessary for your own safety even after expiration of the original warranty, since Bombardier will be in a position to contact you if correction to your watercraft becomes necessary.

NOTE: This card is strictly for change of address only.

CHANGE OF ADDRESS

| VEHICLE IDENTIFICATION NUMBER |  
|------------------------------|-----------------------------------------------------|----------|
|                               | Model Number                                      | Hull Identification Number (H.I.N.) |  

OLD ADDRESS:

| NAME | NO. STREET | APT | CITY | STATE/PROVINCE | ZIP/POSTAL CODE |  

NEW ADDRESS:

| NAME | NO. STREET | APT | CITY | STATE/PROVINCE | ZIP/POSTAL CODE |  

STOLEN UNITS

In the event that your watercraft is stolen, you should notify your area’s distributor warranty department of such. Please provide your name, address, phone number, hull identification number and date it was stolen. Bombardier will provide a list of stolen units to all watercraft dealers on a monthly basis to aid in recovery of such units to their owners.