



SEA-DOO® 2003

1988 Specification Booklet
2003 Manuel
de caractéristiques



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SEA-DOO

**SPECIFICATION
BOOKLET**

***MANUEL DE
CARACTÉRISTIQUES***

1988-2003

BOMBARDIER WATERCRAFT SPECIFICATION BOOKLET

2003 EDITION DIFFERENCES WITH 1988-2002

Were added:

- 2003 models

Were revised:

- minor corrections were done as per latest technical information available

MODIFICATIONS DE L'ÉDITION 2003 PAR RAPPORT À CELLE DE 1988-2002

Ajout:

- modèles 2003

Révision:

Des corrections mineures furent apportées conformément aux informations techniques les plus récentes.

The purpose of this manual is to facilitate access to watercraft specifications. The *Specification Booklet* acts like a summary of the technical data included in the *Shop Manual*. For a more complete information, refer to *Shop Manual*.

Specifications which are more commonly used for the maintenance and repair of the different Sea-Doo® watercraft for the years specified on cover page, are grouped in sections.

This edition was primarily published to be used by watercraft technicians who are already familiar with all service and maintenance procedures relating to Bombardier watercraft.

NOTICE: Bombardier Inc. is not responsible for typesetting errors.

The contents of this booklet is applicable to the particular product at its time of manufacture. However it may include later component improvements authorized by Bombardier. See footnotes and read all appropriate bulletins.

The use of genuine Bombardier parts is strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

Torque tightening specifications must be strictly adhered to. Locking devices (ex.: lock nut/tab, locking disks, self-locking fasteners, etc.) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any service be carried out and/or verified by a highly-skilled professional technician. It is understood that certain modifications may render the use of the watercraft illegal under existing federal, provincial and state regulations.

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

MANUEL DE CARACTÉRISTIQUES DES MOTOMARINES BOMBARDIER

Ce manuel a pour but de faciliter l'accès aux caractéristiques des motomarines. Le *Manuel de caractéristiques* se veut un résumé des données techniques du *Manuel de réparation*. Pour une information plus complète, se référer au *Manuel de réparation*.

Les caractéristiques les plus utilisées pour l'entretien et la réparation des différents modèles Sea-Doo® selon les années précisées sur la page couverture, sont regroupées par sections.

Ce manuel est destiné avant tout aux techniciens professionnels, c'est-à-dire à des techniciens connaissant déjà toutes les opérations d'entretien et de réparation des motomarines Bombardier.

AVIS: Bombardier Inc. n'est pas responsable des erreurs de typographie.

Ce manuel contient les caractéristiques des motomarines telles qu'elles étaient à leur sortie d'usine. Cependant, certaines caractéristiques peuvent avoir changé, suite à des améliorations autorisées par Bombardier. Voir les renvois aux bas de page et lire les bulletins qui décrivent ces améliorations. Pour tout remplacement de pièce, l'utilisation de pièces Bombardier est toujours très fortement recommandée. En cas de doute, il faut demander l'aide du concessionnaire et/ou du distributeur.








Les couples de serrage indiqués doivent être rigoureusement observés. Les pièces ou dispositifs de blocage (ex.: écrous autobloquants, disques/plaques de verrouillage, attaches autofreinées, etc.) doivent être installés ou remplacés par des neufs, s'il y a lieu. Remplacer toute pièce ou tout dispositif de blocage dont l'efficacité serait diminuée.

Bombardier Inc. ne pourra être tenue responsable des dommages ou blessures résultant d'une mauvaise compréhension du texte de ce manuel. On recommande fortement de faire effectuer et/ou vérifier les opérations mentionnées dans ce manuel par un technicien professionnel. Il est clairement entendu que l'utilisation d'une motomarine peut devenir illégale aux termes des règlements fédéraux, provinciaux ou d'état, si cette motomarine a subi certaines modifications.

Bombardier Inc. se réserve le droit de supprimer ou de modifier en tout temps ses spécifications, designs, caractéristiques, modèles ou pièces d'équipement, sans aucune obligation de sa part.

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GENUINE SEA-DOO PARTS
PIÈCES D'ORIGINE SEA-DOO

Genuine Sea-Doo parts are designed to careful tolerances for specific watercraft, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier warranty.

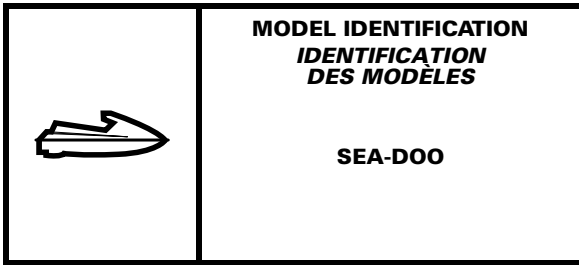
Les pièces d'origine Sea-Doo sont dessinées à partir de tolérances très strictes pour des motomarines spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier.



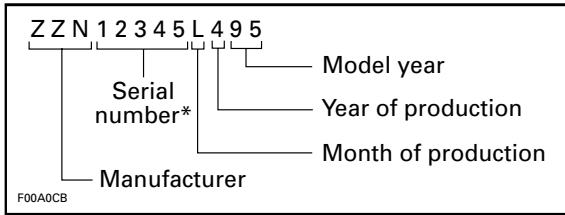
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MODEL IDENTIFICATION
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**HULL IDENTIFICATION NUMBER
NUMÉRO D'IDENTIFICATION DE LA COQUE**



*A letter may also be used as a digit.

**MODEL IDENTIFICATION (BY MODEL YEAR)
IDENTIFICATION DES MODÈLES (PAR ANNÉE)**

MODEL NAME
NOM DE MODÈLE

MODEL NO.
N° DE MODÈLE

2003

GTI International (atlantic blue/bleu atlantique)	5568
GTI (ultraviolet/violet perle)	5598
GTI International (ultraviolet/violet perle)	5597
GTI (California /Californie) (ultraviolet/violet perle)	5567
GTI LE	6102
GTI LE International	6101
GTI LE RFI	6104
GTI LE RFI International	6103
GTX 4-TEC	6127
GTX 4-TEC (autumn red/rouge automnal)	6112
GTX 4-TEC International (autumn red/rouge automnal)	6111
GTX 4-TEC SUPERCHARGED International (yellow/jaune)	6105
GTX 4-TEC SUPERCHARGED (yellow/jaune)	6106
GTX 4-TEC SUPERCHARGED International (vipier red/rouge vipère)	6128
GTX 4-TEC SUPERCHARGED (vipier red/rouge vipère)	6129
GTX 4-TEC VANS TRIPLE CROWN EDITION International	6125
GTX 4-TEC VANS TRIPLE CROWN EDITION	6126
GTX 4-TEC SUPERCHARGED LIMITED International	6107
GTX 4-TEC SUPERCHARGED LIMITED	6108
GTX DI International	6118
GTX DI	6119
LRV DI	5771
RX DI	6123
RX DI International	6122
XP DI	6131
XP DI International	6130

2002

GTI International (u.violet)	5558
GTI (u.violet)	5559
GTI LE International (e.clay/glaise)	5560
GTI LE (e.clay/glaise)	5561
GTX DI International (green/vert)	5563
GTX DI (green/vert)	5564
GTX RFI International (blue/bleu)	5565
GTX RFI (blue/bleu)	5566
XP International	5577
XP	5578
RX International (blue/bleu)	5579
RX (blue/bleu)	5580
RX International (yellow/jaune)	5581
RX (yellow/jaune)	5582
RX DI LE International (blue/bleu)	5583
RX DI LE (blue/bleu)	5584

MODEL NAME NOM DE MODÈLE	MODEL NO. N° DE MODÈLE
RX DI LE International (yellow/jaune).....	5585
RX DI (yellow/jaune)	5586
GTX International (yellow/jaune).....	5587
GTX (yellow/jaune)	5588
RX DI International (blue/bleu).....	5591
RX DI International (yellow/jaune).....	5592
GTX DI International (blue/bleu)	5595
GTX DI (blue/bleu).....	5596
GTI California (u.violet).....	6116
GTI California (e.clay/glaise)	6117
GTX 4-TEC International (red/rouge).....	5573
GTX 4-TEC (red/rouge)	5574
GTX 4-TEC International (blue/bleu).....	5593
GTX 4-TEC (blue/bleu)	5594
LRV DI	5460

2001

GS International (red/rouge) First Series, <i>Première série</i>	5548
GS International (clay/glaise) Second Series, <i>Seconde série</i>	5518
GS (clay/glaise).....	5519
GSX RFI International First Series, <i>Première série</i>	5549
GTS International Second Series, <i>Seconde série</i>	5520
GTS.....	5521
GTS International First Series, <i>Première série</i>	5551
GTI International First Series, <i>Première série</i>	5552
GTI International Second Series, <i>Seconde série</i>	5522
GTI.....	5523
GTX RFI International	5524
GTX RFI	5525
GTX RFI International (green/vert).....	5553
GTX RFI (green/vert)	5555
GTX International (red/rouge).....	5526
GTX (red/rouge)	5527
GTX International (blue/bleu).....	5538
GTX (blue/bleu)	5539
GTX DI International (blue/bleu)	5528
GTX DI (blue/bleu).....	5529
GTX DI International (red/rouge)	5540
GTX DI (red/rouge).....	5541
XP Limited/Limitée International	5530
XP Limited/Limitée	5531
RX International(blue/bleu)	5532
RX (blue/bleu).....	5533
RX International (yellow/jaune)	5542
RX (yellow/jaune).....	5543
RX DI International (blue/bleu).....	5534
RX DI (blue/bleu)	5535
RX DI International (yellow/jaune).....	5536

MODEL NAME NOM DE MODÈLE	MODEL NO. N° DE MODÈLE
RX DI (yellow/jaune)	5537
LRV	5697

2000

GS.....	5644
GS International	5827
GSX RFI	5645
GSX RFI International	5654
XP	5651
XP International.....	5655
GTI.....	5647
GTI International	5657
GTS International.....	5639
GTX LTD.....	5653
GTX LTD (International).....	5669
GTX LTD International (blue/bleu)	5544
GTX LTD (blue/bleu)	5545
GTX RFI	5648
GTX RFI International	5658
GTX RFI (green/vert)	5515
GTX RFI International (green/vert).....	5516
RX	5513
RX International	5514
RX DI	5646
RX DI International.....	5656
GTX DI	5649
GTX DI International	5659
LRV	5688

1999

SPX.....	5828
SPX International	5636
GS.....	5847
GS International	5846
GSX RFI (yellow/jaune).....	5637
GSX RFI (yellow/jaune) International	5652
GSX RFI (Aztec/Aztèque)	5638
GSX RFI (Aztec/Aztèque) International.....	5829
GSX Limited/Limitée	5849
GSX Limited/Limitée International	5848
GTS.....	5883
GTI	5885
GTI International	5884
GTX RFI	5887
GTX RFI International	5886
GTX Limited/Limitée	5889
GTX Limited/Limitée International	5888
XP Limited/Limitée	5869
XP Limited/Limitée International	5868

MODEL NAME
NOM DE MODÈLE

MODEL NO.
N° DE MODÈLE

1998

SPX.....	5838/5839
GS.....	5626/5844
GSX Limited/ <i>Limitée</i>	5625
GSX Limited/ <i>Limitée</i>	5629/5845
GTS.....	5819
GTI.....	5836/5841
GTX Limited/ <i>Limitée</i>	5837/5842
GTX RFI.....	5843/5666
XP Limited/ <i>Limitée</i>	5665/5667

1997

SP.....	5879
SPX.....	5861/5834
GS.....	5621
GSI.....	5622
GSX.....	5624
GTS.....	5818
GTI.....	5641
GTX.....	5642
HX.....	5882
XP.....	5662/5833

1996

SP.....	5876
SPX.....	5877
SPI.....	5878
XP.....	5858/5859
GSX.....	5620
GTS.....	5817
GTI.....	5865
GTI (touring seat/ <i>siège de randonnée</i>).....	5866/5867
GTX.....	5640
HX.....	5881

1995

SP.....	5873
SPX.....	5874
SPI.....	5875
XP 800.....	5856
XP.....	5857
GTS.....	5815
GTS (touring seat/ <i>siège de randonnée</i>).....	5816
GTX.....	5863
GTX (touring seat/ <i>siège de randonnée</i>).....	5864
HX.....	5880

MODEL NAME
NOM DE MODÈLE

MODEL NO.
N° DE MODÈLE

1994

SP.....	5870
SPX.....	5871
SPI.....	5872
XP.....	5854/5855
GTS.....	5814
GTX.....	5862

1993

SP.....	5806
SPX.....	5807
SPI.....	5808
XP.....	5852
GTS.....	5813
GTX.....	5861

1992

SP.....	5805
XP.....	5851
GTS.....	5812
GTX.....	5860

1991

SP.....	5804
XP.....	5850
GT.....	5811

1990

SP.....	5803
GT.....	5810

1989

SP.....	5802
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1988

SP.....	5801
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MODEL IDENTIFICATION (BY MODEL NUMBER)
IDENTIFICATION DES MODÈLES
(PAR NUMÉROS DE MODÈLE)

MODEL NUMBER NUMÉROS DE MODÈLE	MODEL YEAR ANNÉES MODÈLE	MODEL NAME NOMS DE MODÈLE
5460	2002	LRV DI
5513	2000	RX
5514	2000	RX International
5515	2000	GTX RFI (green/vert)
5516	2000	GTX RFI International (green/vert)
5518	2001	GS International (clay/glaise)
5519	2001	GS (clay/glaise)
5520	2001	GTS International
5521	2001	GTS
5522	2001	GTI International
5523	2001	GTI
5524	2001	GTX RFI International
5525	2001	GTX RFI
5526	2001	GTX International (red/rouge)
5527	2001	GTX (red/rouge)
5528	2001	GTX DI International (blue/bleu)
5529	2001	GTX DI (blue/bleu)
5530	2001	XP Limited/Limitée International
5531	2001	XP Limited/Limitée
5532	2001	RX International (blue/bleu)
5533	2001	RX (blue/bleu)
5534	2001	RX DI international (blue/bleu)
5535	2001	RX DI (blue/bleu)
5536	2001	RX DI International (yellow/jaune)
5537	2001	RX DI (yellow/jaune)
5538	2001	GTX International (blue/bleu)
5539	2001	GTX (blue/bleu)
5540	2001	GTX DI International (red/rouge)
5541	2001	GTX DI (red/rouge)
5542	2001	RX International (yellow/jaune)
5543	2001	RX (yellow/jaune)
5544	2000	GTX International (blue/bleu)
5545	2000	GTX (blue/bleu)

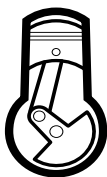
MODEL NUMBER NUMÉROS DE MODÈLE	MODEL YEAR ANNÉES MODÈLE	MODEL NAME NOMS DE MODÈLE
5548	2001	GS International (red/rouge)
5549	2001	GSX RFI International
5551	2001	GTS International
5552	2001	GTI International
5553	2001	GTX RFI International (green/vert)
5555	2001	GTX RFI (green/vert)
5558	2002	GTI International (u. violet)
5559	2002	GTI (u.violet)
5560	2002	GTI LE International (e.clay/glaise)
5561	2002	GTI LE (e.clay/glaise)
5563	2002	GTX International (green/vert)
5564	2002	GTX (green/vert)
5565	2002	GTX RFI International (blue/bleu)
5566	2002	GTX RFI (blue/bleu)
5567	2003	GTI (California /Califorie) (ultraviolet/v. perle)
5568	2003	GTI International (atlantic blue/bleu atlantique)
5573	2002	GTX 4-TEC International (red/rouge)
5574	2002	GTX 4-TEC (red/rouge)
5577	2002	XP International
5578	2002	XP
5579	2002	RX International (blue/bleu)
5580	2002	RX (blue/bleu)
5581	2002	RX International (yellow/jaune)
5582	2002	RX (yellow/jaune)
5583	2002	RX DI International (blue/bleu)
5584	2002	RX DI (blue/bleu)
5585	2002	RX DI International (yellow/jaune)
5586	2002	RX DI (yellow/jaune)
5587	2002	GTX International (yellow/jaune)
5588	2002	GTX (yellow/jaune)
5591	2002	RX DI International (blue/bleu)
5592	2002	RX DI International (yellow/jaune)
5593	2002	GTX 4-TEC International (blue/bleu)
5594	2002	GTX 4-TEC (blue/bleu)

MODEL NUMBER NUMÉROS DE MODÈLE	MODEL YEAR ANNÉES MODÈLE	MODEL NAME NOMS DE MODÈLE
5595	2002	GTX International (blue/bleu)
5596	2002	GTX (blue/bleu)
5597	2003	GTI International (ultraviolet/violet perle)
5598	2003	GTI (ultraviolet/v. perle)
5620	1996	GSX
5621	1997	GS
5622	1997	GSI
5624	1997	GSX
5625	1998	GSX Limited/Limitée
5626	1998	GS
5629	1998	GSX Limited/Limitée
5636	1999	SPX International
5637	1999	GSX RFI (yellow/jaune)
5638	1999	GSX RFI (Aztec/Aztèque)
5639	2000	GTS International
5640	1996	GTX
5641	1997	GTI
5642	1997	GTX
5644	2000	GS
5645	2000	GSX RFI
5646	2000	RX DI
5647	2000	GTI
5648	2000	GTX RFI
5649	2000	GTX DI
5651	2000	XP
5652	1999	GSX RFI (yellow/jaune) International
5653	2000	GTX
5654	2000	GSX RFI International
5655	2000	XP International
5656	2000	RX DI International
5657	2000	GTI International
5658	2000	GTX RFI International
5659	2000	GTX DI International
5661	1997	SPX
5662	1997	XP
5665	1998	XP Limited/Limitée
5666	1998	GTX RFI
5667	1998	XP Limited/Limitée International
5669	2000	GTX International
5688	2000	LRV
5697	2001	LRV
5771	2003	LRV DI
5801	1988	SP

MODEL NUMBER NUMÉROS DE MODÈLE	MODEL YEAR ANNÉES MODÈLE	MODEL NAME NOMS DE MODÈLE
5802	1989	SP
5803	1990	SP
5804	1991	SP
5805	1992	SP
5806	1993	SP
5807	1993	SPX
5808	1993	SPI
5810	1990	GT
5811	1991	GT
5812	1992	GTS
5813	1993	GTS
5814	1994	GTS
5815	1995	GTS
5816	1995	GTS (touring seat/ siège de randonnée)
5817	1996	GTS
5818	1997	GTS
5819	1998	GTS
5827	2000	GS International
5828	1999	SPX
5829	1999	GSX RFI (Aztec/Aztèque) International
5833	1997	XP
5834	1997	SPX
5836	1998	GTI
5837	1998	GTX Limited/Limitée
5838	1998	SPX International
5839	1998	SPX
5841	1998	GTI International
5842	1998	GTX Limited/Limitée International
5843	1998	GTX RFI International
5844	1998	GS International
5845	1998	GSX Limited/Limitée International
5846	1999	GS International
5847	1999	GS
5848	1999	GSX Limited/Limitée International
5849	1999	GSX Limited/Limitée
5850	1991	XP
5851	1992	XP
5852	1993	XP
5854	1994	XP
5855	1994	XP
5856	1995	XP 800
5857	1995	XP
5858	1996	XP

MODEL NUMBER NUMÉROS DE MODÈLE	MODEL YEAR ANNÉES MODÈLE	MODEL NAME NOMS DE MODÈLE
5859	1996	XP
5860	1992	GTX
5861	1993	GTX
5850	1991	XP
5862	1994	GTX
5863	1995	GTX
5864	1995	GTX (touring seat/ siège de randonnée)
5865	1996	GTI
5866	1996	GTI (touring seat/ siège de randonnée)
5867	1996	GTI
5868	1999	XP Limited/Limitée International
5869	1999	XP Limited/Limitée
5870	1994	SP
5871	1994	SPX
5872	1994	SPI
5873	1995	SP
5874	1995	SPX
5875	1995	SPI
5876	1996	SP
5877	1996	SPX
5878	1996	SPI
5879	1997	SP
5880	1995	HX
5881	1996	HX
5882	1997	HX
5883	1999	GTS
5884	1999	GTI International
5885	1999	GTI
5886	1999	GTX RFI International
5887	1999	GTX RFI
5888	1999	GTX Limited/Limitée International
6101	2003	GTI LE International
6102	2003	GTI LE
6103	2003	GTI LE RFI International
6104	2003	GTI LE RFI
6105	2003	GTX 4-TEC SUPERCHARGED International (yellow/jaune)
6106	2003	GTX 4-TEC SUPER- CHARGED (yellow/jaune)
6107	2003	GTX 4-TEC SUPERCHARGED LTD International


MODEL NUMBER NUMÉROS DE MODÈLE	MODEL YEAR ANNÉES MODÈLE	MODEL NAME NOMS DE MODÈLE
6108	2003	GTX 4-TEC SUPER- CHARGED LIMITED
6111	2003	GTX 4-TEC International (aut. red/r. automnal)
6112	2003	GTX 4-TEC (autumn red/rouge au- tomnal)
6116	2002	GTI California (u.violet)
6117	2002	GTI California (e. clay/glaise)
6118	2003	GTX DI International
6119	2003	GTX DI
6122	2003	RX DI International
6123	2003	RX DI
6125	2003	GTX 4-TEC VANS TRIPLE CROWN EDITION Intern.
6126	2003	GTX 4-TEC VANS TRIPLE CROWN EDITION
6127	2003	GTX 4-TEC
6128	2003	GTX 4-TEC SUPER- CHARGED International (viper red/rouge vipère)
6129	2003	GTX 4-TEC SUPER- CHARGED (viper red/rouge vipère)
6130	2003	XP DI International
6131	2003	XP DI



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ENGINE MOTEUR


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TABLE.....	17	- Engine
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- Moteur		- Number of Cylinder
- Bore		- Nombre de cylindres
- Alésage		- Number of Valves
- Stroke		- Nombre de soupapes
- Course		- Bore
- Displacement		- Alésage
- Cylindrée		- Stroke
- Compression Ratio		- Course
- Taux de compression		- Displacement
- Ring Type		- Cylindrée
- Segment de piston		- Compression Ratio
- Ring End Gap		- Taux de compression
- Ouverture du segment		- Ring Type
- Piston/Cylinder Wall Clearance		- Type de segment
- Jeu piston/cylindre		- Ring End Gap
- Cylinder Taper		- Ouverture du segment
- Conicité du cylindre		- Piston/Cylinder Wall Clearance
- Cylinder Out of Round		- Jeu piston/cylindre
- Ovalisation du cylindre		- Cylinder Taper
- Connecting Rod Big End Axial Play		- Conicité du cylindre
- Jeu axial de la tête de bielle		- Cylinder Out of Round
- Rotary Valve Duration		- Ovalisation du cylindre
- Ouverture de la valve rotative		- Intake Valve Opening
- Rotary Valve Timing		- Ouverture/fermeture soupape d'admission
- Réglage de la valve rotative		- Exhaust Valve Opening/closing
- Rotary Valve/Cover Clearance		- Ouverture/fermeture soupape d'échappement
- Jeu couvercle/valve rotative		
		ABBREVIATIONS
		ABRÉVIATIONS..... 56

	ENGINE MOTEUR	BORE ALESAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		
2003						
GTI (5568/5598/5597/5567)	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1ST 1 R
GTI LE (6102/6101)	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1ST 1 R
GTI LE RFI (6104/6103)	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1STL 1 R
GTX DI (6118/6119)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1 ST
LRV DI (5771)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1 ST
RX DI (6123/6122)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1 ST
XP DI (6131/6130)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.)	COMICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.)	OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)			opening/ closing ouverture/ fermeture
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)		159	147° 65.5°	
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)		159	147° 65.5°	
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)		159	147° 63.5°	
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	


4-TEC Engine/Moteur

 2003	ENGINE MOTEUR	NUMBER OF CYLINDER NOMBRE DE CYLINDRES	NUMBER OF VALVES NOMBRE DE SOUPAPES	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO TAUX DE COMPRESSION
				mm (in/po)	mm (in/po)	cm ³ (in ³ / po ³)	
GTX 4-TEC (6111/6112/ 6127)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8,1:1
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8,1:1


 2003	ENGINE MOTEUR	INTAKE VALVE STEM DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION	EXHAUST VALVE STEM DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT	VALVE GUIDE DIAMETER DIAMÈTRE DU GUIDE DE SOUPAPE	VALVE SPRING FREE LENGTH (INNER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)	VALVE SPRING FREE LENGTH (OUTER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)
		Wear limit mm (in/po) Limite d'usure mm (in/po)				
GTX 4-TEC (6111/6112/ 6127)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)

RING TYPE TYPE DE SEGMENT	RING END GAP (MAX.) OUVERTURE DU SEGMENT (MAX.)	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE (MAX.)	CYLINDER TAPER (MAX.) CONCITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	INTAKE VALVE OPENING/ CLOSING OUVERTURE/FERMETURE SOUPAPE D'ADMISSION	EXHAUST VALVE OPENING/ CLOSING OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPE- MENT
	mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)		
1 REC. 1 T.F. 1 O.S.	1.5 (0.060)	0.04 (0.002) 0.1 (0.004)	0.1 (0.0039)	0.015 (0.0006)	10°/45°	50°/5°
1 REC. 1 T.F. 1 O.S.	1.5 (0.060)	0.04 (0.002) 0.1 (0.004)	0.1 (0.0039)	0.015 (0.0006)	10°/45°	50°/5°
1 REC. 1 T.F. 1 O.S.	1.5 (0.060)	0.04 (0.002) 0.1 (0.004)	0.1 (0.0039)	0.015 (0.0006)	10°/45°	50°/0°
1 REC. 1 T.F. 1 O.S.	1.5 (0.060)	0.04 (0.002) 0.1 (0.004)	0.1 (0.0039)	0.015 (0.0006)	10°/45°	50°/0°


VALVE SEAT CONTACT (INTAKE) CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)	VALVE SEAT CONTACT (EXHAUST) CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)	CAM LOBE (INTAKE) LOBE DE CAME (ADMISSION)	CAM LOBE (EXHAUST) LOBE DE CAME (ÉCHAPPEMENT)	CON. ROD BIG END RADIAL CLEARANCE JEU RADIAL DE LA TÊTE DE LA BIELLE	CRANK AXIAL CLEARANCE (MIN./MAX.) JEU AXIAL (MIN./MAX.) DU VILEBREQUIN	CYLINDER HEAD SCREW (MAXIMUM LENGTH) ÉCROUS DE TÊTE DE MOTEUR (LONGUEUR MAXIMALE)
Wear limit mm (in/po) Limite d'usure mm (in/po)						mm (in/po)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)


	2003	ENGINE MOTEUR	INTAKE VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION	EXHAUST VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT	VALVE GUIDE DIAMETER DIAMÈTRE DU GUIDE DE SOUPAPE	VALVE SPRING FREE LENGTH (INNER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)	VALVE SPRING FREE LENGTH (OUTER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)
			Wear limit mm (in/po) Limite d'usure mm (in/po)				
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	

VALVE SEAT CONTACT (INTAKE) CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)	VALVE SEAT CONTACT (EXHAUST) CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)	CAM LOBE (INTAKE) LOBE DE CAME (ADMISSION)	CAM LOBE (EXHAUST) LOBE DE CAME (ÉCHAPPEMENT)	CON. ROD BIG END RADIAL CLEARANCE JEU RADIAL DE LA TÊTE DE LA BIELLE	CRANK AXIAL CLEARANCE (MIN./MAX.) JEU AXIAL (MIN./MAX.) DU VILEBREQUIN	CYLINDER HEAD SCREW (MAXIMUM LENGTH) ÉCROUS DE TÊTE DE MOTEUR (LONGUEUR MAXIMALE)
Wear limit mm (in/po) Limite d'usure mm (in/po)						mm (in/po)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)

 2002	ENGINE MOTEUR	BORE ALESAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		
GTI (5558/5559)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTI LE (5560/5561)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTI California GTI LE California (6116/6117)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTX DI (5563/5564) (5595/5596)	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
LRV DI (5460)	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
GTX RFI (5565/5566)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
XP (5577/5578)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
RX (5579/5580) (5581/5582)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
GTX (5587/5588)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
RX DI (5583/5584) (5585/5586) (5591/5592)	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST


RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.)	CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.)	OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUPEURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)	N/U mm (in/po)	°	opening/ closing ouverture/ fermeture	
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)		159°	147° 65.5° 502 ②	
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)		159°	147° 65.5° 502 ②	
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)		159°	147° 65.5° 502 ②	
0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)		159°	147° 63.5° 502 ②	
0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A./ S.O.	N.A./ S.O.	
0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)		N.A. S.O.	N.A. S.O.	

							
2002	ENGINE MOTEUR	NUMBER OF CYLINDER NOMBRE DE CYLINDRES	NUMBER OF VALVES NOMBRE DE SOUPAPES	BORE ALÉSAGE mm (in/po)	STROKE COURSE mm (in/po)	DISPLACEMENT CYLINDRÉE cm ³ (in ³ / po ³)	COMPRESSION RATIO TAUX DE COMPRESSION
GTX 4-TEC (5573/5574) (5593/5594)	1503	3	12	100 (3.9)	63.4 (2.49)	1493.8 (58.81)	10.6:1


							
2002	ENGINE MOTEUR	INTAKE VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION	EXHAUST VALVE STEM DIAMETER DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT	VALVE GUIDE DIAMETER DIAMÈTRE DU GUIDE DE SOUPAPE	VALVE SPRING FREE LENGTH (INNER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)	VALVE SPRING FREE LENGTH (OUTER) LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)	
		Wear limit mm (in/po) Limite d'usure mm (in/po)					
GTX 4-TEC (5573/5574) (5593/5594)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	

	RING TYPE TYPE DE SEGMENT	RING END GAP (MAX.) OUVERTURE DU SEGMENT (MAX.)	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE	CYLINDER TAPER (MAX.) CONVICTÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	INTAKE VALVE OPENING/ CLOSING OUVERTURE/FERMETURE SOUPAPE D'ADMISSION	EXHAUST VALVE OPENING/ CLOSING OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPEMENT
		mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)		
1 REC. 1 T.F. 1 O.S.		1.5 (0.060)	0.04 (.001) 0.100 (.004)	0.03 (.0011)	0.008 (.0003)	10°/45°	50°/5°


	VALVE SEAT CONTACT (INTAKE) CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)	VALVE SEAT CONTACT (EXHAUST) CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)	CAM LOBE (INTAKE) LOBE DE CAME (ADMISSION)	CAM LOBE (EXHAUST) LOBE DE CAME (ÉCHAPPEMENT)	CON. ROD BIG END RADIAL CLEARANCE JEU RADIAL DE LA TÊTE DE LA BIELLE	CRANK AXIAL CLEARANCE (MIN./MAX.) VILEBREQUIN	CYLINDER HEAD SCREW (MAXIMUM LENGTH) ÉCROUS DE TÊTE DE MOTEUR (LONGUEUR MAXIMALE)
	Wear limit mm (in/po) Limite d'usure mm (in/po)						mm (in/po)
1.6 (.063)	1.8 (.071)	31.430 (1.2374)	31.650 (1.2461)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)	

 2001	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		
GS Inter. First Series/ Première série (5548)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GS (5518 ③/ 5519 ④)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GSX RFI Inter. First Series/ Première série (5549)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
GTS Inter. First Series/ Première série (5551)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTS (5520 ③/ 5521 ④)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTI Inter. First Series/ Première série (5552)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTI (5522 ③/ 5523 ④)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTX RFI (5524/5525/ 5553/5555)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
GTX (5526/5527/ 5538/5539)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST


RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ②
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.

 2001	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		
XP (5530/5531)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1ST 1ST
RX (5532/5533/ 5542/5543)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1ST 1ST
RX DI (5534/5535/ 5536/5537)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1ST 1ST
GTX DI (5528/5529/ 5540/5541)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1ST 1ST
LRV (5697)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1ST 1ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUPEURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.

 2000	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		
GS (5644/5827)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GSX RFI (5645/5654)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R
GTS Inter. (5639)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTI (5647/5657)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R
GTX RFI (5648/5658/ 5515/5516)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1R
GTX (5653/5669)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
XP (5651/5655)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
RX (5513/5514)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
RX DI (5646/5656)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
GTX DI (5649/5659)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) COMITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUPEURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND PIN 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ②
0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ②
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.

						
2000	ENGINE MOTEUR					
LRV (5688)	947	BORE ALÉSAGE mm (in/po)	STROKE COURSE mm (in/po)	DISPLACEMENT CYLINDREE cm ³ (in ³ /po ³)	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING TYPE SEGMENT DE PISTON
		88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP OUVERTURE DU SEGMENT	PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUPE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX
N/U mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.

1999	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SPX (5828/5836)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.25 (.010) 1.00 (.039)
GS (5847/5846)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GSX RFI (5637/5652/ 5638/5829)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.40 (.0156) 1.00 (.039)
GSX Limited/ Limitée (5849/5848)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1 Ⓛ	0.45 (.0177) 1.00 (.039)
GTS (5883)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTI (5885/5884)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTX RFI (5887/5886)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.40 (.0156) 1.00 (.039)
GTX Limited/ Limitée (5889/5888)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	0.45 (.0177) 1.00 (.039)
XP Limited/ Limitée (5869/5868)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	0.45 (.0177) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONCITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.130 (.0051) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5°	0.25-0.35 (.010-.014)
0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	146° 65.5°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.130 (.0051) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5°	0.25-0.35 (.010-.014)
0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.

1998	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ²)		N/U mm (in/po)
SPX (5838/5839)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.40 (.0156) 1.00 (.039)
GS (5626/5844)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GSX Limited/ Limitée (5625)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.0:1	0.25 (.010) 1.00 (.039)
GSX Limited/ Limitée (5629/5845)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	0.25 (.010) 1.00 (.039)
GTS (5819)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTI (5636/5841)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTX Limited/ Limitée (5837/5842)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	0.25 (.010) 1.00 (.039)
GTX RFI (5666/5843)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.25 (.010) 1.00 (.039)
XP Limited/ Limitée (5665/5667)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONVICTÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.310 (.012) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.310 (.012) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5°	0.25-0.35 (.010-.014)
0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.

1997	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5879)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.5:1	0.25 (.010) 1.00 (.039)
SPX (5661/5834)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.25 (.010) 1.00 (.039)
GS (5621)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GSI (5622)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GSX (5624)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.25 (.010) 1.00 (.039)
GTS (5818)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTI (5641)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTX (5642)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.25 (.010) 1.00 (.039)
HX (5882)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
XP (5662/5833)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONCITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	132°	134° 51.5°	0.25-0.35 (.010-.014)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.110 (.0043) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)

1996	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5876)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
SPX (5877)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
SPI (5878)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
XP (5858/5859)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9:1	0.25 (.010) 1.00 (.039)
GSX (5620)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9:1	0.25 (.010) 1.00 (.039)
GTS (5817)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
GTI (5865/ 5866/5867)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)
GTX (5640)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9:1	0.25 (.010) 1.00 (.039)
HX (5881)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONCITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.060 (.0023) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.060 (.0023) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)
0.100 (.0039) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	146.5° 64°	0.25-0.35 (.010-.014)
0.060 (.0023) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65.5°	0.25-0.35 (.010-.014)

1995	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5873)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
SPX (5874)	657 X	78 (3.071)	68 (2.68)	650 (39.7)	6.4:1	0.25 (.010) 1.00 (.039)
SPI (5875)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
XP 800 (5856)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	5.9:1	0.25 (.010) 1.00 (.039)
XP (5857)	717	82 (3.228)	68 (2.68)	718 (43.8)	6.4:1	0.25 (.010) 1.00 (.039)
GTS (5815/5816)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
GTX (5863/5864)	657 X	78 (3.071)	68 (2.68)	650 (39.7)	6.4:1	0.25 (.010) 1.00 (.039)
HX (5880)	717	82 (3.228)	68 (2.68)	718 (43.8)	6.4:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONVICTÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING REGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25-0.35 (.010-.014)
0.093 (.0036) 0.2 (.008)	0.100 (.004)	0.080 (.003)	0.39 (.015) 1.2 (.047)	159°	147° 65°	0.25-0.35 (.010-.014)

1994	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5870)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
SPX (5871)	657	78 (3.071)	68 (2.68)	650 (39.7)	6.9:1	0.25 (.010) 1.00 (.039)
SPI (5872)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
XP (5854)	657 X	78 (3.071)	68 (2.68)	650 (39.7)	6.4:1	0.25 (.010) 1.00 (.039)
XP (5855)	657	78 (3.071)	68 (2.68)	650 (39.7)	6.9:1	0.25 (.010) 1.00 (.039)
GTS (5814)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
GTX (5862)	657	78 (3.071)	68 (2.68)	650 (39.7)	6.9:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONVICTÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	159°	149° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)
0.05 (.002) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)

1993	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5806)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
SPX (5807)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
SPI (5808)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
XP (5852)	657	78 (3.071)	68 (2.68)	650 (39.7)	6.7:1	0.25 (.010) 1.00 (.039)
GTS (5813)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)
GTX (5861)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	6.5:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.)	CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.)	OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUVERTURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)	mm (in/po)	mm (in/po)	opening/ closing ouverture/ fermeture	mm (in/po)	
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.25-0.35 (.010-.014)		
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)		
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.25-0.35 (.010-.014)		
0.06 (.003) 0.15 (.006)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)		
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.25-0.35 (.010-.014)		
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.25-0.35 (.010-.014)		

1992	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5805)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
XP (5851)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
GTS (5812)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
GTX (5860)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)


PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONCITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.22-0.35 (.009-.014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.22-0.35 (.009-.014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	115° 80°	0.22-0.35 (.009-.014)
0.05 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.39 (.015) 1.2 (.047)	147°	130° 65°	0.22-0.35 (.009-.014)


1991	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5804)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
XP (5850)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
GT (5811)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)

1990	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDRÉE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5803)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)
GT (5810)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUPE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	147°	115° 80°	0.20-0.30 (.008-.013)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	115° 65°	0.20-0.30 (.008-.013)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	115° 65°	0.20-0.30 (.008-.013)

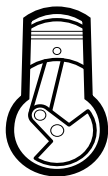
PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DECOUPE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30-0.50 (.012-.020)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30-0.50 (.012-.020)

	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDREE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
1989		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5802)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)

	ENGINE MOTEUR	BORE ALÉSAGE	STROKE COURSE	DISPLACEMENT CYLINDREE	COMPRESSION RATIO (CORRECTED) TAUX DE COMPRESSION (CORRIGÉ)	RING END GAP OUVERTURE DU SEGMENT
1988		mm (in/po)	mm (in/po)	cm ³ (in ³ /po ³)		N/U mm (in/po)
SP (5801)	587	76 (2.992)	64 (2.520)	580.7 (35.4)	5.9:1	0.25 (.010) 1.00 (.039)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUPEURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30-0.50 (.012-.020)

PISTON/CYLINDER WALL CLEARANCE JEU PISTON/ CYLINDRE	CYLINDER TAPER (MAX.) CONICITÉ DU CYLINDRE (MAX.)	CYLINDER OUT OF ROUND (MAX.) OVALISATION DU CYLINDRE (MAX.)	CONNECTING ROD BIG END AXIAL PLAY JEU AXIAL DE LA TÊTE DE BIELLE	ROTARY VALVE OPENING DÉCOUPEURE DE LA VALVE ROTATIVE	ROTARY VALVE TIMING RÉGLAGE DE LA VALVE ROTATIVE	ROTARY VALVE/ COVER CLEARANCE JEU COUVERCLE/ VALVE ROTATIVE
N/U mm (in/po)	mm (in/po)	mm (in/po)	N/U mm (in/po)		opening/ closing ouverture/ fermeture	mm (in/po)
0.06 (.002) 0.2 (.008)	0.08 (.003)	0.05 (.002)	0.4 (.016) 1.2 (.047)	132°	132° 52°	0.30-0.50 (.012-.020)



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

ENGINE MOTEUR

ABBREVIATIONS ABRÉVIATIONS

- ① As per Service Bulletin 99-8
① *Selon le Bulletin de service 99-8*
- ② 0.25 - 0.35 mm (.010 -.011 in) for rotary valve/cover clearance.
② *0.25 - 0.35 mm (.010 -.011 po) pour jeu couvercle/valve rotative.*
- ③ International Model. (second series)
③ *Modèle international. (deuxième série)*
- ④ Complete North America Series
④ *Série complète Amérique du Nord*

ST: Semi-Trapez
ST: Semi-trapèze

STL: Semi-Trapez L
STL: Semi-trapèze en L

R: Rectangular
R: Rectangulaire

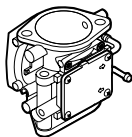
T.F.: Tapered Face
Face conique

O.S.: Oil Scraper
Racleur

P/N: Part Number
N/P: Numéro de pièce

N.A.: Not Applicable
S.O.: Sans objet

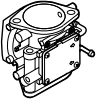
N/U: New/Used
N/U: Neuf/Usagé



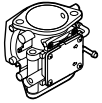
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CARBURETION CARBURATION

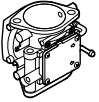
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TABLE.....	57	ABRÉVIATIONS.....	100
- Carburetor		MAIN JET	
- <i>Carburateur</i>		GICLEUR	
- Quantity		PRINCIPAL.....	101
- <i>Quantité</i>		PILOT JET	
- Fuel		GICLEUR	
- <i>Carburant</i>		DE RALENTI	102
- Minimum Fuel Octane			
- <i>Indice d'octane minimum</i>			
- Main Jet			
- <i>Gicleur principal</i>			
- Pilot Jet			
- <i>Gicleur de ralenti</i>			
- Low Speed Screw			
- <i>Vis de bas régime</i>			
- High Speed Screw			
- <i>Vis de haut régime</i>			
- Idle Speed (in water)			
- <i>Ralenti (dans l'eau)</i>			
- Idle Speed (out of water)			
- <i>Ralenti (hors de l'eau)</i>			
- Fuel Return Line Orifice			
- <i>Orifice de conduit de retour de carburant</i>			
- Pop Off Pressure			
- <i>Pression de détente</i>			

	CARBURETOR CARBURATEUR	QUANTITY QUANTITE	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
2003					
GTI (5568/5598/ 5597/5567)	Mikuni ② BN-40i-38-48 (Diaphragm/ Diaphragme)	1	regular unleaded	87	167.5
GTI LE (6102/6101)	Mikuni ② BN-40i-38-48 (Diaphragm/ Diaphragme)	1	regular unleaded	87	167.5
GTI LE RFI (6104/6103)	SU Automotive 56mm Throttle body/Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
GTX DI (6118/6119)	SU Automotive 46mm Throttle body/Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
LRV DI (5771)	SU Automotive 46mm Throttle body/Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
RX DI (6123/6122)	SU Automotive 46mm Throttle body/Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
XP DI (6131/6130)	SU Automotive 46mm Throttle body/Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
GTX 4-TEC (6111/6112/ 6127)	DELLORTO 52mm N.A. throttle body/ Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	DELLORTO 52mm N.A. throttle body/ Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	DELLORTO 52mm N.A. throttle body/ Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.

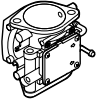
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS REGIME	HIGH SPEED SCREW VIS DE HAUT REGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DETENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1.0 ± 0.25	0	1500	3000	0.8	36-40
75	1.0 ± 0.25	0	1500	3000	0.8	36-40
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1500	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1450	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1450	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1450	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1450	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1800	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1800	N.A./S.O.	N.A./S.O.	N.A./S.O.
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1800	N.A./S.O.	N.A./S.O.	N.A./S.O.

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
2003				①	
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	DELLORTO 52mm N.A.. throttle body/ Boîtier de papillon	N.A./ S.O.	regular unleaded	87	N.A./ S.O.

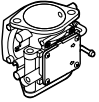
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
N.A./ S.O.	N.A./S.O.	N.A./ S.O.	1800	N.A./S.O.	N.A./S.O.	N.A./S.O.

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
2002					
GTI (5558/5559)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI LE (5560/5561)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI California GTI LE California (6116/6117)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTX DI (5563/5564) (5595/5596)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
LRV DI (5460)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
GTX RFI (5565/5566)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
XP (5577/5578)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
RX (5579/5580) (5581/5582)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5

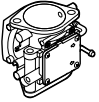
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	N.A./ S.O.	N.A./ S.O.	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1500	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1.5	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1.5	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
2002					
GTX (5587/5588)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
RX DI (5583/5584) (5585/5586) (5591/5592)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb Premium Unleaded (Inter. only) Super sans plomb	87 91 (Inter)	N.A./ S.O.
GTX 4-TEC (5573/5574) (5593/5594)	Throttle body 52 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.

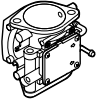
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1800	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
2001					
GS Inter. First Series/ Première série (5548)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GS (5518 ⑧/ 5519 ⑨)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GSX RFI Inter. First Series/ Première série (5549)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
GTS Inter. First Series/ Première série (5551)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTS (5520 ⑧/ 5521 ⑨)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI Inter. First Series/ Première série (5552)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI (5522 ⑧/ 5523 ⑨)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTX RFI (5524/5525/ 5553/5555)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.

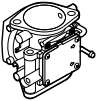
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1500	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1500	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLÉUR PRINCIPAL
				①	
GTX (5526/5527/ 5538/5539)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
XP (5530/5531)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
RX (5532/5533/ 5542/5543)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
RX DI (5534/5535/ 5536/5537)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Premium Unleaded/ Super sans plomb	91	N.A./ S.O.
GTX DI (5528/5529/ 5540/5541)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Premium Unleaded/ Super sans plomb	91	N.A./ S.O.
LRV (5697)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5


PILOT JET GICLÉUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
2000					
GS (5644/5827)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GSX RFI (5645/5654)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
GTS Inter. (5639)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI (5647/5657)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTX RFI (5648/5658/ 5515/5516)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
GTX (5653/5669)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
XP (5651/5655)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
RX (5513/5514)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
RX DI (5646/5656)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Premium Unleaded/ Super sans plomb	91	N.A./ S.O.

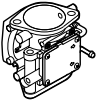
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1500	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1500	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
2000					
GTX DI (5649/5659)	Throttle body 46 mm/ Boîtier de papillon	N.A./ S.O.	Premium Unleaded/ Super sans plomb	91	N.A./ S.O.
LRV (5688)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5

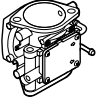
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1450	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
1999				①	
SPX (5828/5836)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	MAG/ MAG 140.0 PTO/ PDM 142.5
GS (5847/5846)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GSX RFI (5637/5652/ 5638/5829)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
GSX Limited/ Limitée (5849/5848)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5
GTS (5883)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI (5885/5884)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTX RFI (5887/5886)	Throttle body 56 mm/ Boîtier de papillon	N.A./ S.O.	Regular Unleaded/ Essence ordinaire sans plomb	87	N.A./ S.O.
GTX Limited/ Limitée (5889/5888)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5

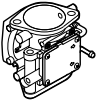
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
67.5	1-1/2	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1400	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1400	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1999	MIKUNI ® BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	162.5

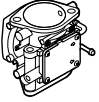
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
	± 1/4		RPM tr/mn	RPM tr/mn		
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1998					
SPX (5838/5839)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	MAG/ MAG 140.0 PTO/ PDM 142.5
GS (5626/5844)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GSX Limited/ Limitée (5625)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	MAG/ MAG 160.0 PTO/ PDM 162.5 ⑦
GSX Limited/ Limitée (5629/5845)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	160 ⑥
GTS (5819)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTI (5636/5841)	MIKUNI ② BN-40i-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	167.5
GTX Limited/ Limitée (5837/5842)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	160 ⑥

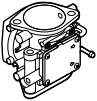
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
67.5	1-1/2 ± 1/4	0	1500	3000	MAG/MAG 0.8 (0.31) PTO/PDM 0.8 (.031)	248 - 275 (36 - 40)
70	1-1/4 ± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
80 ⑦	1-3/4 ± 1/4 ⑦	0 ⑦	1500	3000	MAG/MAG 0.8 (0.31) PTO/PDM 0.8 (.031)	289 - 324 (42 - 47) ⑤
80 ⑥	1-1/4 ± 1/4 ⑥	MAG/ MAG 0 PTO/ PDM 1/4	1500	3000	MAG/MAG 0.8 (0.31) PTO/PDM 0.8 (.031)	130 - 159 (19 - 23)
70	1-1/4 ± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
70	1-1/4 ± 1/4	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
80 ⑥	1-1/4 ± 1/4 ⑥	MAG/ MAG 0 PTO/ PDM 1/4	1500	3000	0.8 (.031)	130 - 159 (19 - 23)

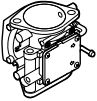
	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
1998				①	
GTX RFI (5666/5843)	N.A./ S.O.	N.A./ S.O.	Regular Unleaded/ <i>Essence ordinaire sans plomb</i>	87	N.A./ S.O.
XP Limited/ Limitée (5665/5667)	MIKUNI ② BN-46i-42 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ <i>Essence ordinaire sans plomb</i>	87	160 ⑥

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM <i>tr/mn</i>	RPM <i>tr/mn</i>	mm (in/po)	kPa (PSI) (lb/po ²)
N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	1400	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.
80 ⑥	1-1/4 ± 1/4 ⑥	MAG/ MAG 0 PTO/ PDM 1/4	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	138 - 165 (20 - 24)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1997					
SP (5879)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	135
SPX (5661/5834)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
GS (5621)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	175
GSI (5622)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	175
GSX (5624)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
GTS (5818)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	175
GTI (5641)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	175
GTX (5642)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5

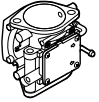
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
57.5	1-3/4 ± 1/4	0	1500	3000	0.8 (.031)	145 - 255 (21 - 37)
70	1 ± 1/4	MAG/ MAG 0 PTO/ PDM 1/2	1500	3000	MAG/MAG 0.8 (0.31) PTO/PDM 0.8 (.031)	159 - 296 (23 - 43)
67.5	1 ± 1/4	1-1/2	1500	3000	0.8 (.031)	159 - 296 (23 - 43)
67.5	1 ± 1/4	1-1/2	1500	3000	0.8 (.031)	159 - 296 (23 - 43)
70	1 ± 1/4	MAG/ MAG 0 PTO/ PDM 1/2	1500	3000	MAG/MAG 0.8 (0.31) PTO/PDM 0.8 (.031)	159 - 296 (23 - 43)
67.5	1 ± 1/4	1-1/2	1500	3000	0.8 (.031)	159 - 296 (23 - 43)
67.5	1 ± 1/4	1-1/2	1500	3000	0.8 (.031)	159 - 296 (23 - 43)
70	1 ± 1/4	MAG/ MAG 0 PTO/ PDM 1/2	1500	3000	MAG/MAG 0.8 (0.31) PTO/PDM 0.8 (.031)	159 - 296 (23 - 43)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1997					
HX (5882)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	130
XP (5662/5833)	MIKUNI ② BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	MAG/ MAG 142.5 PTO/ PDM 147.5

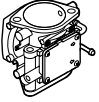
	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1996					
SP (5876)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
SPX (5877)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	130
SPI (5878)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn			
75	1-1/2 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	248 - 414 (36 - 60)
65	1-3/4 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	193 - 330 (28 - 48)

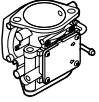
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn			
65	1-1/4 ± 1/4	0	1500	2400	0.8 (.031)	145 - 255 (21 - 37)
67.5	1-1/4 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	248 - 414 (36 - 60)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITE	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
1996				①	
XP (5858/5859)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
GSX (5620)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
GTS (5817)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5
GTI (5865/ 5866/5867)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	130
GTX (5640)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
HX (5881)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	130

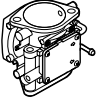
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
70	1 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	159 - 296 (23 - 43)
70	1 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	159 - 296 (23 - 43)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
67.5	1-1/4 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	248 - 414 (36 - 60)
70	1 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	159 - 296 (23 - 43)
75	1-1/2 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	248 - 414 (36 - 60)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1995					
SP (5873)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
SPX (5874)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	135
SPI (5875)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5
XP 800 (5856)	MIKUNI BN-40I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5
XP (5857)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	135
GTS (5815/5816)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5
GTX (5863/5864)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	132.5
HX (5880)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	135

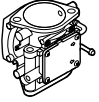
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
65	1-1/4 ± 1/4	0	1500	2400	0.8 (.031)	145 - 255 (21 - 37)
72.5	1-1/8 ± 1/8	0	1500	3000	MAG/MAG 0.8 (.118) PTO/PDM 0.8 (.031)	150 - 255 (22 - 37)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
60	1 ± 1/8	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	275 - 385 (40 - 56)
67.5	1-3/4 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	275 - 385 (40 - 56)
65	1-1/4 ± 1/4	0	1500	2500	0.8 (.031)	145 - 255 (21 - 37)
75	1-1/4 ± 1/4	1/4 ③	1500	3000	MAG/MAG 3.0 (.118) PTO/PDM 0.8 (.031)	130 - 240 (19 - 35)
67.5	1-3/4 ± 1/4	0	1500	3000	MAG/MAG 0.8 (.031) PTO/PDM 0.8 (.031)	275 - 385 (40 - 56)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1994					
SP (5870)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	142.5
SPX (5871)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	125
SPI (5872)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5
XP (5854)	MIKUNI BN-38I (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	132.5
XP (5855)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	125
GTS (5814)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	147.5
GTX (5862)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	125

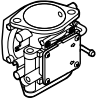
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
65	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
60	1-1/4 ± 1/4	3/8 ④	1400	3000	MAG/MAG 3.0 (.118) PTO/PDM 0.5 (.020)	150 - 200 (22 - 29)
65	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
75	1-1/4 ± 1/4	0	1500	3100	MAG/MAG 3.0 (.118) PTO/PDM 0.5 (.020)	110-145 (16-21)
60	1-1/4 ± 1/4	3/8 ④	1400	3000	MAG/MAG 3.0 (.118) PTO/PDM 0.5 (.020)	150 - 200 (22 - 29)
65	1 ± 1/4	0	1400	2500	0.5 (.020)	150 - 200 (22 - 29)
60	1-1/4 ± 1/4	3/8 ④	1400	2800	MAG/MAG 3.0 (.118) PTO/PDM 0.5 (.020)	150 - 200 (22 - 29)

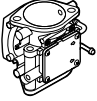
	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1993					
SP (5806)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	125
SPX (5807)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	107.5
SPI (5808)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	125
XP (5852)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	125
GTS (5813)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	125
GTX (5861)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	107.5

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
67.5	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	3000	0.5 (.020) PTO Side/ Côté PDM	150 - 200 (22 - 29)
67.5	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
60	1-1/4 ± 1/4	0	1500	3300	0.5 (.020) PTO Side/ Côté PDM	150 - 200 (22 - 29)
67.5	1 ± 1/4	0	1400	2500	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	2800	0.5 (.020) PTO Side/ Côté PDM	150 - 200 (22 - 29)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1992					
SP (5805)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	125
XP (5851)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	107.5
GTS (5812)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	125
GTX (5860)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	107.5


PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
67.5	1 ± 1/4	0	1400	2400	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	3000	0.5 (.020) PTO Side/ Côté PDM	150 - 200 (22 - 29)
67.5	1 ± 1/4	0	1400	2500	0.5 (.020)	150 - 200 (22 - 29)
62.5	1-1/4 ± 1/4	0	1400	2800	0.5 (.020) PTO Side/ Côté PDM	150 - 200 (22 - 29)

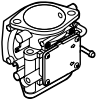
	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1991					
SP (5804)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	127.5
XP (5850)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	107.5
GT (5811)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	107.5

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
				①	
1990					
SP (5803)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	100
GT (5810)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	2	Regular Unleaded/ Essence ordinaire sans plomb	87	110

PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
75	1-1/2	1/4	1400	2900	0.5 (.020)	150 - 170 (22 - 25)
65	1-1/4	1/4	1400	2900	MAG/MAG 3 (.118) PTO/PDM 0.5 (.020)	150 - 170 (22 - 25)
65	1-1/8	1/4	1400	2900	MAG/MAG 3 (.118) PTO/PDM 0.5 (.020)	150 - 170 (22 - 25)

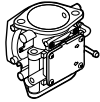
PILOT JET GICLEUR DE RALENTI	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn	RPM tr/mn	mm (in/po)	kPa (PSI) (lb/po ²)
N.A./ S.O.	1-1/2 - 2	N.A./ S.O.	1200	1500	0.8 (.031)	79 - 86 (11.5 - 12.5)
N.A./ S.O.	1-1/2	N.A./ S.O.	1200	1500	MAG/MAG 0.8 (.031) PTO/PDM 3 (.118)	79 - 86 (11.5 - 12.5)

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
1989				①	
SP (5802)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	85

	CARBURETOR CARBURATEUR	QUANTITY QUANTITÉ	FUEL CARBURANT	MINIMUM FUEL OCTANE /INDICE D'OCTANE MINIMUM	MAIN JET GICLEUR PRINCIPAL
1988				①	
SP (5801)	MIKUNI BN-38 (Diaphragm/ Diaphragme)	1	Regular Unleaded/ Essence ordinaire sans plomb	87	85

PILOT JET GICLEUR DE RALENTI/	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn			
N.A./ S.O.	1-1/2 - 2	N.A./ S.O.	1200	1500	0.8 (.031)	79 - 86 (11.5 - 12.5)

PILOT JET GICLEUR DE RALENTI/	LOW SPEED SCREW VIS DE BAS RÉGIME	HIGH SPEED SCREW VIS DE HAUT RÉGIME	IDLE SPEED (IN WATER) RALENTI (DANS L'EAU)	IDLE SPEED (OUT OF WATER) RALENTI (HORS DE L'EAU)	FUEL RETURN LINE ORIFICE ORIFICE DE CONDUIT DE RETOUR DE CARBURANT	POP OFF PRESSURE PRESSION DE DÉTENTE
			RPM tr/mn			
N.A./ S.O.	1-1/2 - 2	N.A./ S.O.	1200	1500	0.8 (.031)	79 - 86 (11.5 - 12.5)



**ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES**

**CARBURETION
CARBURATION**

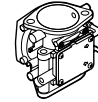
**ABBREVIATIONS
ABRÉVIATIONS**

- ① Fuel Octane = (RON + MON)/2
① *Indice d'octane = (RON + MON)/2*
- ② With Fuel Acceleration Pump
② *Avec une pompe d'accélération*
- ③ As per Predelivery Bulletin 95-8
③ *Selon le Bulletin de prélivraison 95-8*
- ④ As per Warranty Bulletin 94-5
④ *Selon le Bulletin de garantie 94-5*
- ⑤ As per Service Bulletin 98-1
⑤ *Selon le Bulletin de service 98-1*
- ⑥ As per Warranty Bulletin 98-7
⑥ *Selon le Bulletin de garantie 98-7*
- ⑦ See 1998 Warranty Bulletins
⑦ *Voir les Bulletins de garantie 1998*
- ⑧ International Model (second series)
⑧ *Modèle international (deuxième série)*
- ⑨ Complete North America Series
⑨ *Série complète Amérique du Nord*

MAG: Magneto Side
MAG: *Côté magnéto*

PTO: Power Take Off
PDM: *Prise de mouvement*

N.A.: Not Applicable
S.O.: *Sans objet*



**MAIN JET
GICLEUR PRINCIPAL**



A01C2CQ

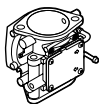
1988 - 1990

SIZE DIMENSION	P/N N/P	SIZE DIMENSION	P/N N/P
70	270 500 006	95	270 500 002
75	270 500 005	100	270 500 001
80	270 500 004	110	270 500 081
85	270 500 000	120	270 500 153
90	270 500 003	—	—

1991 - 2003

SIZE DIMENSION	P/N N/P	SIZE DIMENSION	P/N N/P
102.5	270 500 157	135	270 500 174
105	270 500 158	137.5	270 500 268
107.5	270 500 116	140	270 500 251
110	270 500 159	142.5	270 500 209
120	270 500 160	147.5	270 500 210
122.5	270 500 161	160.0	270 500 372
125	270 500 162	162.5	270 500 371
127.5	270 500 148	165	270 500 411
130	270 500 163	167.5	270 500 392
132.5	270 500 225	175	270 500 318

PILOT JET
GICLEUR DE RALENTI



A01C2CQ

1991 - 2003


SIZE DIMENSION	P/N N/P	SIZE DIMENSION	P/N N/P
55	270 500 202	70	270 500 175
57.5	270 500 201	72.5	270 500 166
60	270 500 180	75	270 500 149
62.5	270 500 164	77.5	270 500 167
65	270 500 117	80	270 500 362
67.5	270 500 165	82.5	270 500 408

SECTION CONTENTS CONTENU DE LA SECTION




ELECTRICAL SYSTEM SYSTÈME ÉLECTRIQUE


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- Magneto Output		SPARK PLUGS	
- <i>Puissance de la magnéto</i>		BOUGIES.....	136
- Ignition			
- <i>Allumage</i>			
- Spark Plug Number			
- <i>Numéro de bougie</i>			
- Spark Plug Gap			
- <i>Écartement bougie</i>			
- Ignition Timing (BTDC)			
- <i>Avance à l'allumage</i>			
- <i>(Av.P.M.H.)</i>			
- Generating Coil			
- <i>Bobine génératrice</i>			
- Charging Coil			
- <i>Bobine de charge</i>			
- Trigger Coil			
- <i>Bobine de déclenchement</i>			
- Ignition Coil (primary)			
- <i>Bobine d'allumage</i>			
- <i>(primaire)</i>			
- Ignition Coil (secondary)			
- <i>Bobine d'allumage</i>			
- <i>(secondaire)</i>			
- Engine Rev Limiter			
- <i>Limiteur de régime</i>			
- Battery			
- <i>Batterie</i>			
- Fuse			
- <i>Fusible</i>			

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTEMENT BOUGIE	IGNITION TIMING AVANCE À L'ALLUMAGE (A.V.P./M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
2003					
GTI (5568/5598/ 5597/5567)	160 W	CDI/ ADC	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ④ 2.59 (.102)
GTI LE (6102/6101)	160 W	CDI/ ADC	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ④ 2.59 (.102)
GTI LE RFI (6104/6103)	270 W	Inductive IN	NGK BR8ES	0.4 - 0.5 (.016 - .020)	12° ④ 1.02 (0.040)
GTX DI (6118/6119)	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
LRV DI (5771)	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) Ⓢ
RX DI (6123/6122)	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
XP DI (6131/6130)	270 W	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
GTX 4-TEC (6111/6112/ 6127)	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	360 W	Inductive IN	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ sans ajustement


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHEMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40 - 76	0.05 - 0.6	N.A./ S.O.	0.34 - 0.62	9-15	7100 ± 50	12 (19)
40 - 76	0.05 - 0.6	N.A./ S.O.	0.34 - 0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	774- 946	2 x 0.3-0.6	N.A./S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	N.A./ S.O.	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)
N.A./ S.O.	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 - 13.5	7650	12 (30)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMERO DE BOUGIE	SPARK PLUG GAP ÉCARTEMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (A.V.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
2002					
GTI (5558/5559)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
GTI LE (5560/5561)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
GTI California GTI LE California (6116/6117)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
GTX DI (5563/5564) (5595/5596)	270 W (6000)	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) ⑩
LRV DI (5460)	270 W (6000)	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) ⑩
GTX RFI (5565/5566)	270 W (6000)	Inductive IN	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
XP (5577/5578)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
RX (5579/5580) (5581/5582)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
GTX (5587/5588)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
RX DI (5583/5584) (5585/5586) (5591/5592)	270 W (6000)	Inductive IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) ⑩
GTX 4-TEC (5573/5574) (5593/5594)	360 W (6000)	Inductive IN	NGK DCPR8E	0.7-0.8 (.032- .036)	N.A./ S.O.


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.34-0.62	N.A./ S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	1.0 ± 15%	11.5 ± 20%	7650 ± 50	12 (30)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
2001					
GS Inter. First Series/ Première série (5548)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.59 (.102)
GS (5518 ⑤ / 5519 ⑥)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.59 (.102)
GSX RFI Inter. First Series/ Première série (5549)	270 W (6000)	DI /IN	NGK BR8ES	0.4-0.5 (.016 - .020)	12° 1.02 (.040) ⑩
GTS Inter. First Series/ Première série (5551)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.59 (.102)
GTS (5520 ⑤ / 5521 ⑥)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.59 (.102)
GTI Inter. First Series/ Première série (5552)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.59 (.102)
GTI (5522 ⑤ / 5523 ⑥)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.59 (.102)
GTX RFI (5524/5525/ 5553/5555)	270 W (6000)	DI /IN	NGK BR8ES	0.4-0.5 (.016 - .020)	12° 1.02 (.040) ⑩
GTX (5526/5527/ 5538/5539)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ⑤ 2.99 (.118)
XP (5530/5531)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ⑤ 2.99 (.118)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7000 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	6850 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	6850 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
2001					
RX (5532/5533/ 5542/5543)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
RX DI (5534/5535/ 5536/5537)	270 W (6000)	DI IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) ⑬
GTX DI (5528/5529/ 5540/5541)	270 W (6000)	DI IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) ⑬
LRV (5697)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4 - 15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	2000			①	mm (in/po)
GS (5644/5827)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
GSX RFI (5645/5654)	270 W (6000)	DI /IN	NGK BR8ES	0.4-0.5 (.016- .020)	12° 1.02 (.040) Ⓜ
GTS Inter. (5639)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
GTI (5647/5657)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.59 (.102)
GTX RFI (5648/5658/ 5515/5516)	270 W (6000)	DI /IN	NGK BR8ES	0.4-0.5 (.016- .020)	12° 1.02 (.040) Ⓜ
GTX (5653/5669)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
XP (5651/5655)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
RX (5513/5514)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)
RX DI (5646/5656)	270 W (6000)	DI /IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) Ⓜ
GTX DI (5649/5659)	270 W (6000)	DI /IN	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) Ⓜ
LRV (5688)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.4-0.5 (.016- .020)	20° ⑤ 2.99 (.118)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7000 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	774- 946	0.3-0.6	N.A./ S.O.	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ±10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.5 ±10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1999					
SPX (5828/5836)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.55 (.022)	22° ④ 3.38 (.133)
GS (5847/5846)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.55 (.022)	20° ④ 2.59 (.102)
GSX RFI (5637/5652/ 5638/5829)	270 W (6000)	DI /N	NGK BR8ES	0.55 (.022)	12° 1.02 (.040) ⑬ ⑭
GSX Limited/ Limitée (5849/5848)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.55 (.022)	20° ⑤ 2.99 (.118)
GTS (5883)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.55 (.022)	20° ④ 2.59 (.102)
GTI (5885/5884)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.55 (.022)	20° ④ 2.59 (.102)
GTX RFI (55887/ 5886)	270 W (6000)	DI /N	NGK BR8ES	0.55 (.022)	12° 1.02 (.040) ⑮
GTX Limited/ Limitée (5889/5888)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.55 (.022)	20° ⑤ 2.99 (.118)
XP Limited/ Limitée (5869/5868)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.55 (.022)	20° ⑤ 2.99 (.118)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLIENCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5
40-76	0.05-0.6	N.A./ S.O.	0.34-0.62	9-15	7000 ± 50	12 (19)	5 15 N.A./S.O.
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.3-0.6	N.A./ S.O.	7100 ± 50	12 (19)	5 2x20 15 7.5 10 ⑩ 1 ⑫
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5 3 ⑪
40-76	0.05-0.6	N.A./ S.O.	0.34-0.62	9-15	7000 ± 50	12 (19)	5 15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	0.34-0.62	9-15	7000 ± 50	12 (19)	5 2x15 N.A./S.O.
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.3-0.6	N.A./ S.O.	7100 ± 50	12 (19)	5 2x20 15 N.A./S.O. 10 ⑩ 1 ⑫
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5 3 ⑪

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1998					
SPX (5838/5839)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
GS (5626/5844)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GSX Limited/ Limitée (5625)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
GSX Limited/ Limitée (5629/5845)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.60 (.141)
GTS (5819)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTI (5636/5841)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTX Limited/ Limitée (5837/5842)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.5 (.020)	22° ④ 3.60 (.141)
GTX RFI (5666/5843)	270 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.7 (.028)	12° 1.02 (.040) ⑧
XP Limited/ Limitée (5665/5667)	180 W (6000)	DC-CDI ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.60 (.141)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5
40-76	0.05-0.6	N.A./ S.O.	0.34-0.62	8.4-15.6	7000 ± 50	12 (19)	5 2x15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 ± 50	12 (19)	5 2x15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	0.34-0.62	8.4-15.6	7000 ± 50	12 (19)	5 2x15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.36-0.46	N.A./ S.O.	7100 ± 50	12 (19)	5 15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2x15 7.5

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1997					
SP (5879)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.59 (.102)
SPX (5661/5834)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
GS (5621)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GSI (5622)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GSX (5624)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
GTS (5818)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTI (5641)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTX (5642)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
HX (5882)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
XP (5662/5833)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	5900 ± 50	12 (19)	5 15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 7.5
40-76	0.05-0.6	N.A./ S.O.	0.33-0.62	8.4-15.6	7000 ± 50	12 (19)	5 2 x 15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	0.33-0.62	8.4-15.6	7000 ± 50	12 (19)	5 2 x 15 7.5
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 7.5
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 ± 50	12 (19)	5 15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	0.33-0.62	8.4-15.6	7000 ± 50	12 (19)	5 2 x 15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 ± 50	12 (19)	5 15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 7.5

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1996					
SP (5876)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.41 (.095)
SPX (5877)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
SPI (5878)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.41 (.095)
XP (5858/5859)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
GSX (5620)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
GTS (5817)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.41 (.095)
GTI (5865 5866/5867)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTX (5640)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
HX (5881)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 ± 50	12 (19)	5/15 7.5
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 50	12 (19)	5/15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 7.5/5 ⑥
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 7.5 5 ⑥
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 ± 50	12 (19)	5/15 N.A./S.O.
N.A./ S.O.	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)	5 2 x 15 7.5 5 ⑥
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 ± 50	12 (19)	5/15 N.A./S.O.

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1995					
SP (5873)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.41 (.095)
SPX (5874)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
SPI (5875)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.41 (.095)
XP 800 (5856)	180 W (6000)	DC-CDI/ ADC-CC	NGK BR8ES	0.5 (.020)	22° ⑤ 3.38 (.133)
XP (5857)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTS (5815/5816)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	20° ④ 2.41 (.095)
GTX (5863/5864)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
HX (5880)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	6550 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	7000 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	6550 ± 50	12 (19)	5/15 N.A./S.O.
N.A./ S.O.	0.1-1.0	N.A./ S.O.	0.34-0.62	9-15	7200 ± 50	12 (19)	5/15 7.5 5 ⑥
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	7000 ± 50	12 (19)	5/15
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	6550 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	7000 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./S.O.	9-15	7000 ± 50	12 (19)	5/15 N.A./S.O.

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUJIE	SPARK PLUG GAP ÉCARTÈMENT BOUJIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①				mm (in/po)
1994					
SP (5870)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
SPX (5871)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	21° ④ 2.85 (.112)
SPI (5872)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
XP (5854)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
XP (5855)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	21° ④ 2.85 (.112)
GTS (5814)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
GTX (5862)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	21° ④ 2.85 (.112)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 + 100, - 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	3.85-7.15	7000 + 100, - 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 + 100, - 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	7000 + 100, - 50	12 (19)	5/15 N.A./S.O.


	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUJIE	SPARK PLUG GAP ÉCARTÈMENT BOUJIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1993					
SP (5806)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
SPX (5807)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
SPI (5808)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
XP (5852)	160 W (6000)	CDI/ ADC	NGK BR8ES	0.5 (.020)	20° ④ 2.59 (.102)
GTS (5813)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
GTX (5861)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLENCHÉMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	3.85-7.15	7050 ± 50	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.

	MAGNETO OUTPUT PUISSANCE DE LA MAGNETO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
1992					
SP (5805)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
XP (5851)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
GTS (5812)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)
GTX (5860)	160 W (6000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	21° ④ 2.65 (.104)


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.
40-76	0.05-0.6	N.A./ S.O.	N.A./ S.O.	9-15	6550 ± 100	12 (19)	5/15 N.A./S.O.


	MAGNETO OUTPUT PUISSANCE DE LA MAGNÉTO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	1991	①		mm (in/po)	Degrees/ Degrés mm (in/po)
SP (5804)	160 W (55000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	19° ④ 2.18 (.086)
XP (5850)	160 W (55000)	CDI/ ADC	NGK BR7ES	0.5 (.020)	19° ④ 2.18 (.086)
GTS (5811)	160 W (55000)	CDI/ ADC	NGK BR7ES	0.6 (.024)	19° ④ 2.18 (.086)

	MAGNETO OUTPUT PUISSANCE DE LA MAGNÉTO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTÈMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	1990	①		mm (in/po)	Degrees/ Degrés mm (in/po)
SP (5803)	160 W (5500)	CDI/ ADC	⑧ CHAMPION RN4C	0.6 (.024)	19° ④ 2.18 (.086)
GT (5810)	160 W (5500)	CDI/ ADC	⑧ CHAMPION RN4C	0.6 (.024)	19° ④ 2.18 (.086)

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLÈNCHÈMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	5.85-6.50	6500 ± 200	12 (20)	8/15 N.A./S.O.
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	5.85-6.50	6500 ± 200	12 (20)	8/15 N.A./S.O.
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	5.85-6.50	6500 ± 200	12 (20)	8/15 N.A./S.O.


GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLÈNCHÈMENT	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	5.85-6.50	6500 ± 200	12 (20)	8/15 N.A./S.O.
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	5.85-6.50	6500 ± 200	12 (20)	8/15 N.A./S.O.


	MAGNETO OUTPUT PUISSANCE DE LA MAGNÉTO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTEMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
SP (5802)	160 W (5500)	CDI/ ADC	⑧ CHAMPION RN4C	0.5 (.020)	19° ④ ⑨ 2.18 (.086)

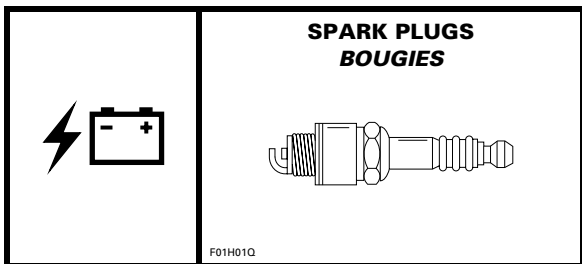
	MAGNETO OUTPUT PUISSANCE DE LA MAGNÉTO	IGNITION ALLUMAGE	SPARK PLUG NUMBER NUMÉRO DE BOUGIE	SPARK PLUG GAP ÉCARTEMENT BOUGIE	IGNITION TIMING (BTDC) AVANCE À L'ALLUMAGE (Av.P.M.H.)
	①			mm (in/po)	Degrees/ Degrés mm (in/po)
SP (5801)	160 W (5500)	CDI/ ADC	⑧ CHAMPION RN4C	0.7 (.028)	19° ④ ⑨ 2.18 (.086)

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	2.45-4.55	6300	12 (20)	⑧ N.A./S.O. N.A./S.O.

GENERATING COIL BOBINE GÉNÉRATRICE	CHARGING COIL BOBINE DE CHARGE	TRIGGER COIL BOBINE DE DECLenchement	IGNITION COIL (PRIMARY) BOBINE D'ALLUMAGE (PRIMAIRE)	IGNITION COIL (SECONDARY) BOBINE D'ALLUMAGE (SECONDAIRE)	ENGINE REV LIMITER LIMITEUR DE RÉGIME	BATTERY BATTERIE	FUSE FUSIBLE
ohm	ohm	ohm	ohm ②	K ohm ②	RPM tr/mn	V (A)	③
⑦	0.21-0.31	N.A./ S.O.	0.23-0.43	2.45-4.55	6800	12 (20)	⑧ N.A./S.O. N.A./S.O.

	<p style="text-align: center;">ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES</p> <p style="text-align: center;">ELECTRICAL SYSTEM SYSTÈME ÉLECTRIQUE</p>
<p>ABBREVIATIONS ABRÉVIATIONS</p> <p>① At 6000 RPM ① À 6000 tr/mn</p> <p>② All resistance measurements must be performed at room temperature, at approximately 20°C (68°F). ② Il est nécessaire de prendre toute mesure de résistance lorsque les pièces sont à la température ambiante (approximativement 20°C (68°F)).</p> <p>③ Starting/Charging/VTS ③ Démarrage/Charge/VTS</p> <p>④ Engine cold, at 6000 RPM ④ Moteur froid, à 6000 tr/mn</p> <p>⑤ At 3500 RPM ⑤ À 3500 tr/mn</p> <p>⑥ Holder Relay ⑥ Relais</p> <p>⑦ Low Speed: 120 – 180 High Speed: 2.8 – 4.2 ⑦ Basse vitesse: 120 – 180 Haute vitesse: 2.8 – 4.2</p> <p>⑧ Use to NGK BR7ES ⑧ Remplacé par NGK BR7ES</p> <p>⑨ Watercraft with engine serial numbers from 3.808.601 to 3.810.887, the ignition timing is 2.79 mm (.110 in) BTDC. ⑨ Les motomarines munis d'un moteur dont les numéros de série se situent entre 3.808.601 et 3.810.887, l'avance à l'allumage est 2.79 mm (.110 po) Av.P.M.H.</p>	

	<p style="text-align: center;">ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES</p> <p style="text-align: center;">ELECTRICAL SYSTEM SYSTÈME ÉLECTRIQUE</p>
<p>⑩ Fuel Pump ⑩ Pompe à carburant</p> <p>⑪ Bilge Pump ⑪ Pompe de cale</p> <p>⑫ Info Center ⑫ Indicateur multifonctionnel</p> <p>⑬ Fixed timing mode, at any RPM ⑬ mode Calage fixe, à n'importe quel tr/mn</p> <p>⑭ As per Warranty Bulletin 99-2. ⑭ Selon le bulletin de garantie 99-2.</p> <p>⑮ International Model. (second series) ⑮ Modèle international. (deuxième série)</p> <p>⑯ Complete North America Series. ⑯ Série complète Amérique du Nord.</p> <p>CDI: Capacitor Discharge Ignition ADC: Allumage à décharge de condensateur</p> <p>DC-CDI: Direct Current — Capacitor Discharge Ignition ADC-CC: Allumage à décharge de condensateur — courant continu</p> <p>DI: Digital Induction IN: Induction numérique</p> <p>BTDC: Before Top Dead Center Av.P.M.H.: Avant point mort haut</p> <p>N.A.: Not Applicable S.O.: Sans objet</p>	




NGK SPARK PLUG BOUGIE NGK	P/N N/P
BR7ES	278 000 608
BR8ES	278 000 609
ZFR4F	278 001 574
DCPR8E	707 000 246




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PROPULSION SYSTEM SYSTÈME DE PROPULSION


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- Jet Pump Type			
- <i>Type de turbine</i>			
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- <i>Rotation de l'hélice</i>			
- Transmission			
- <i>Transmission</i>			
- Coupling			
- <i>Accouplement</i>			
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- <i>Type d'huile</i>			
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- Impeller Shaft Radial Play			
- <i>Jeu radial arbre hélice</i>			
- Impeller Pitch/Material			
- <i>Pas hélice/matériau</i>			

	2003					
GTI (5568/5598/5597/5567)	Bombardier Formula	Single Stage / Monophase	Counter-clockwise/antihoraire	Direct Drive/Prise directe	Splines/Cannelures	Ⓛ
GTI LE (6102/6101)	Bombardier Formula	Single Stage / Monophase	Counter-clockwise/antihoraire	Direct Drive/Prise directe	Splines/Cannelures	Ⓛ
GTI LE RFI (6104/6103)	Bombardier Formula	Single Stage / Monophase	Counter-clockwise/antihoraire	Direct Drive/Prise directe	Splines/Cannelures	Ⓛ
GTX DI (6118/6119)	Bombardier Formula	Single Stage / Monophase	Counter-clockwise/antihoraire	Direct Drive/Prise directe	Splines/Cannelures	Ⓛ
LRV DI (5771)	Bombardier Formula	Single Stage / Monophase	Counter-clockwise/antihoraire	Direct Drive/Prise directe	Splines/Cannelures	Ⓛ
RX DI (6123/6122)	Bombardier Formula	Single Stage / Monophase	Counter-clockwise/antihoraire	Direct Drive/Prise directe	Splines/Cannelures	Ⓛ
	PROPULSION SYSTEM SYSTEME DE PROPULSION	JET PUMP TYPE TYPE DE TURBINE	IMPELLER ROTATION ROTATION DE L'HELICE	TRANSMISSION TRANSMISSION	COUPLING ACCOUPLLEMENT	OIL TYPE TYPE D'HUILE


90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0	0	0	0	0	0	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
15-21 stainless steel / acier inoxydable	11-20° Stainless Steel / Acier inoxydable	15-20 stainless steel / acier inoxydable	11-20 stainless steel / acier inoxydable	10-20 stainless steel / acier inoxydable	10-20 stainless steel / acier inoxydable	10-20 stainless steel / acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

	2003				
	PROPULSION SYSTEM SYSTÈME DE PROPULSION				
	JET PUMP TYPE TYPE DE TURBINE				
	IMPELLER ROTATION ROTATION DE L'HELICE				
	TRANSMISSION TRANSMISSION				
	COUPLING ACCOUPLLEMENT				
	OIL TYPE TYPE D'HUILE				
XP DI (6131/6130)	Bombardier Formula	Single Stage / Monophase	Counter- clockwise/ antihoraire	Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	①
GTX 4-TEC (6111/6112/ 6127)	Bombardier Formula	Single Stage / Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	⑥
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	Bombardier Formula	Single Stage / Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	⑥
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	Bombardier Formula	Single Stage / Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	⑥
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	Bombardier Formula	Single Stage / Monophase	Counter- clockwise/ antihoraire	Direct Drive/ Prise directe	⑥


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/po)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/J mm (in/po)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/po)	0	0	0	0
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/po)	0.05 (.002)	0.75 (.029)	0.75 (.029)	0.75 (.029)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		15-21 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable	13-23 stainless steel/ acier inoxidable

	2002					
GTI (5558/5559)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Oil Type Type d'huile
GTI LE (5560/5561)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GTI California GTI LE California (6116/6117)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GTX DI (5563/5564) (5595/5596)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
LRV DI (5460)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GTX RFI (5565/5566)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'ÉLICE	mm (in/po)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)
IMPELLERWEAR RING CLEARANCE JEU ÉLICE/ANNEAU	N/U mm (in/po)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE ÉLICE	mm (in/po)	0	0	0	0	0
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE ÉLICE	mm (in/po)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS ÉLICE/MATÉRIAU		15°-21° Stainless Steel/ Acier inoxidable	9°-20° Stainless Steel/ Acier inoxidable	9°-20° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	11°-20° Stainless Steel/ Acier inoxidable
		0	0	0	0	0
		0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
		12°-25° Stainless Steel/ Acier inoxidable	11°-20° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	9°-20° Stainless Steel/ Acier inoxidable	9°-20° Stainless Steel/ Acier inoxidable

	2002					
	PROPULSION SYSTEM SYSTÈME DE PROPULSION					
	JET PUMP TYPE TYPE DE TURBINE					
	IMPELLER ROTATION ROTATION DE L'HELICE					
	TRANSMISSION TRANSMISSION					
	COUPLING ACCOUPLLEMENT					
	OIL TYPE TYPE D'HUILE					
GTX 4-TEC (5573/5574) (5593/5594)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	⑥
RX DI (5583/5584) (5585/5586) (5591/5592)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTX (5587/5588)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
RX (5579/5580) (5581/5582)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
XP (5577/5578)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ (split front/rear)/ Prise directe (séparé avant/arrière)	Rubber Cushion/ Coussinet de caoutchouc	①


90 (.35)	0.5 (.020)	155.3 (6.126)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
0	0	0	0	0	0	0	155.3 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
10°-22° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
							0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
							15°-21° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

						
2001	PROPULSION SYSTEM SYSTEME DE PROPULSION					
GS Inter. First Series/ Première série (5548)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Oil Type Type d'huile
GS (5518 (4)/ 5519 (5))	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GSX RFI Inter. First Series/ Première série (5549)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GTS Inter. First Series/ Première série (5551)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GTS (5520 (4)/ 5521 (5))	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	
GTI Inter. First Series/ Première série (5552)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/po)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/po)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/po)	0	0	0	0	0	0	0
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/po)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		17°-22° Stainless Steel/ Acier inoxidable	17°-22° Stainless Steel/ Acier inoxidable	12°-25° Stainless Steel/ Acier inoxidable	11°-22° Stainless Steel/ Acier inoxidable	9-20° Stainless Steel/ Acier inoxidable	9-20° Stainless Steel/ Acier inoxidable	17°-22° Stainless Steel/ Acier inoxidable

	2001	GTI (5522 (4)/ 5523 (5))	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ	OIL TYPE TYPE D'HUILE
		GTX RFI (5524/5525/ 5553/5555)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ	COUPLING ACCOUPLLEMENT
		GTX (5526/5527/ 5538/5539)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ	TRANSMISSION TRANSMISSION
		XP (5530/5531)	Bombardier Formula	Single Stage/ Monophase	Counterclockwise/ Antihoraire	Direct Drive (split front/rear) // Prise directe (séparé avant/arrière)	Rubber Cushion/ Cousinnet de caoutchouc	Ⓛ	IMPELLER ROTATION ROTATION DE L'HELICE
		RX (5532/5533/ 5542/5543)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ	JET PUMP TYPE TYPE DE TURBINE
		RX DI (5534/5535/ 5536/5537)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	Ⓛ	PROPULSION SYSTEM SYSTEME DE PROPULSION


90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	139.5 (5.490)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0	0	0	0	0	0	0	0	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
15°-21° Stainless Steel/ Acier	15°-21° Stainless Steel/ Acier	15°-21° Stainless Steel/ Acier	15°-21° Stainless Steel/ Acier	15°-21° Stainless Steel/ Acier	12°-25° Stainless Steel/ Acier	15°-21° Stainless Steel/ Acier	15°-21° Stainless Steel/ Acier	9-20° Stainless Steel/ Acier	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU
inoxidable	inoxidable	inoxidable	inoxidable	inoxidable	inoxidable	inoxidable	inoxidable	inoxidable	

LRV (5697)	GTX DI (5528/5529/ 5540/5541)	2001	
Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM SYSTEME DE PROPULSION	
Single Stage/ Monophase	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive/ Prise directe	Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Splines/ Cannelures	Splines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	①	OIL TYPE TYPE D'HUILE	


90 (35)	90 (35)	cm (in/po)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	mm (in/po)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
155.6 (6.128)	155.6 (6.128)	mm (in/po)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N / U mm (in/po)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0	0	mm (in/po)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	mm (in/po)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
11°-20° Stainless Steel/ Acier inoxydable	15°-21° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	

						
2000	PROPULSION SYSTEM SYSTEME DE PROPULSION					
GS (5644/5827)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GSX RFI (5645/5654)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTS Inter. 5639	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTI (5647/5657)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTX RFI (5648/5658/ 5515/5516)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTX (5653/5669)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
	JET PUMP TYPE TYPE DE TURBINE					
	IMPELLER ROTATION ROTATION DE L'HELICE					
	TRANSMISSION TRANSMISSION					
	COUPLING ACCOUPLLEMENT					
	OIL TYPE TYPE D'HUILE					


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/po)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/po)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/po)	0	0	0.12-0.54 (.005-.021)	0	0	0
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/po)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		17°-22° Stainless Steel/ Acier inoxidable	12°-25° Stainless Steel/ Acier inoxidable	11°-22° Stainless Steel/ Acier inoxidable	17°-22° ^③ Stainless Steel/ Acier inoxidable	12°-25° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable

							2000		
LRV (5688)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①			PROPULSION SYSTEM SYSTEME DE PROPULSION
GTX DI (5649/5659)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①			JET PUMP TYPE TYPE DE TURBINE
RX DI (5646/5656)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①			IMPELLER ROTATION ROTATION DE L'HELICE
RX (5513/5514)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①			TRANSMISSION TRANSMISSION
XP (5651/5655)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Rubber Cushion/ Cousinnet de caoutchouc	①			COUPLING ACCOUPLLEMENT
									OIL TYPE TYPE D'HUILE


90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pol)
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pol)
155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/pol)
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/pol)
0	0	0	0	0	0	0	0	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/pol)
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/pol)
11°-20° ^③ Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	15°-21° Stainless Steel/ Acier inoxidable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	

	
1999	PROPULSION SYSTEM SYSTEME DE PROPULSION
GTI (5885/5884)	Bombardier Formula Single Stage/ Monophase Counter-clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GTS (5883)	Bombardier Formula Single Stage/ Monophase Counter-clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GSX Limited/Limitée (5849/5848)	Bombardier Formula Single Stage/ Monophase Counter-clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GSX RFI (5637/5652/5638/5829)	Bombardier Formula Single Stage/ Monophase Counter-clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GS (5847/5846)	Bombardier Formula Single Stage/ Monophase Counter-clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
SPX (5828/5836)	Bombardier Formula Single Stage/ Monophase Counter-clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
	JET PUMP TYPE TYPE DE TURBINE
	IMPELLER ROTATION ROTATION DE L'HELICE
	TRANSMISSION TRANSMISSION
	COUPLING ACCOUPLLEMENT
	OIL TYPE TYPE D'HUILE


	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	
	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	155.6 (6.126)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)
	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)	0.0-0.4 (0.000-0.016)
	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)	0.12-0.54 (0.005-0.021)
	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)	0.05 (0.002)
	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	12°-25° Stainless Steel/Acier inoxidable	15°-21° Stainless Steel/Acier inoxidable	15°-21° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable	17°-22° Stainless Steel/Acier inoxidable

<p>XP Limited/ Limitée (5869/5868)</p>	<p>Bombardier Formula</p>	<p>Single Stage/ Monophase</p>	<p>①</p>
<p>GTX Limited/ Limitée (5889/5888)</p>	<p>Bombardier Formula</p>	<p>Single Stage/ Monophase</p>	<p>①</p>
<p>GTX RFI (5887/5886)</p>	<p>Bombardier Formula</p>	<p>Single Stage/ Monophase</p>	<p>①</p>
			
<p>PROPULSION SYSTEM SYSTÈME DE PROPULSION</p>			
<p>JET PUMP TYPE TYPE DE TURBINE</p>			
<p>IMPELLER ROTATION ROTATION DE L'HELICE</p>			
<p>TRANSMISSION TRANSMISSION</p>			
<p>COUPLING ACCOUPLLEMENT</p>			
<p>OIL TYPE TYPE D'HUILE</p>			


<p>90 (.35)</p>	<p>0.5 (.020)</p>	<p>155.6 (6.126)</p>	<p>0.0-0.4 (.000-.016) 1.0 (.040)</p>	<p>0.12-0.54 (.005-.021)</p>	<p>0.05 (.002)</p>	<p>15°-21°^③ Stainless Steel/ Acier inoxydable</p>
<p>90 (.35)</p>	<p>0.5 (.020)</p>	<p>155.6 (6.126)</p>	<p>0.0-0.4 (.000-.016) 1.0 (.040)</p>	<p>0.12-0.54 (.005-.021)</p>	<p>0.05 (.002)</p>	<p>15°-21°^③ Stainless Steel/ Acier inoxydable</p>
<p>90 (.35)</p>	<p>0.5 (.020)</p>	<p>139.5 (5.490)</p>	<p>0.0-0.4 (.000-.016) 1.0 (.040)</p>	<p>0.12-0.54 (.005-.021)</p>	<p>0.05 (.002)</p>	<p>12°-25° Stainless Steel/ Acier inoxydable</p>
<p>cm (in/po)</p>	<p>mm (in/po)</p>	<p>mm (in/po)</p>	<p>N/U mm (in/po)</p>	<p>mm (in/po)</p>	<p>mm (in/po)</p>	<p>mm (in/po)</p>
<p>MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS</p>	<p>DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)</p>	<p>IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE</p>	<p>IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU</p>	<p>IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE</p>	<p>IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE</p>	<p>IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU</p>

	
1998	PROPULSION SYSTEM SYSTEME DE PROPULSION
	JET PUMP TYPE TYPE DE TURBINE
	IMPELLER ROTATION ROTATION DE L'HELICE
	TRANSMISSION TRANSMISSION
	COUPLING ACCOUPLLEMENT
	OIL TYPE TYPE D'HUILE
GTI (5636/5841)	Bombardier Formula Single Stage/ Monophase Counter- clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GTS (5819)	Bombardier Formula Single Stage/ Monophase Counter- clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GSX Limited/ Limitée (5629/5845)	Bombardier Formula Single Stage/ Monophase Counter- clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GSX Limited/ Limitée (5625)	Bombardier Formula Single Stage/ Monophase Counter- clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
GS (5626/5844)	Bombardier Formula Single Stage/ Monophase Counter- clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①
SPX (5838/5839)	Bombardier Formula Single Stage/ Monophase Counter- clockwise/ Antihoraire Direct Drive/ Prise directe Splines/ Cannelures ①


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/po)	139.5 (5.490)	139.5 (5.490)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	139.5 (5.490)	139.5 (5.490)
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N/U mm (in/po)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/po)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/po)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		11°-22° Stainless Steel/ Acier inoxidable	11°-22° Stainless Steel/ Acier inoxidable	9°-21° ③ Stainless Steel/ Acier inoxidable	16°-25° Stainless Steel/ Acier inoxidable	16°-25° Stainless Steel/ Acier inoxidable	16°-25° Stainless Steel/ Acier inoxidable	16°-23° Stainless Steel/ Acier inoxidable	16°-23° Stainless Steel/ Acier inoxidable

	1998																													
XP Limited/ Limitée (5665/5667)	GTX RFI (5666/5843)	GTX Limited/ Limitée (5837/5842)	<table border="1"> <tr> <td data-bbox="68 345 191 563" style="text-align: center;"> Bombardier Formula </td> <td data-bbox="191 345 342 563" style="text-align: center;"> Bombardier Formula </td> <td data-bbox="342 345 646 563" style="text-align: center;"> Bombardier Formula </td> </tr> <tr> <td data-bbox="68 563 191 771" style="text-align: center;"> Single Stage/ Monophase </td> <td data-bbox="191 563 342 771" style="text-align: center;"> Single Stage/ Monophase </td> <td data-bbox="342 563 646 771" style="text-align: center;"> Single Stage/ Monophase </td> </tr> <tr> <td data-bbox="68 771 191 989" style="text-align: center;"> Counterclockwise/ Antihoraire </td> <td data-bbox="191 771 342 989" style="text-align: center;"> Counterclockwise/ Antihoraire </td> <td data-bbox="342 771 646 989" style="text-align: center;"> Counterclockwise/ Antihoraire </td> </tr> <tr> <td data-bbox="68 989 191 1148" style="text-align: center;"> Direct Drive/ Prise directe </td> <td data-bbox="191 989 342 1148" style="text-align: center;"> Direct Drive/ Prise directe </td> <td data-bbox="342 989 646 1148" style="text-align: center;"> Direct Drive/ Prise directe </td> </tr> <tr> <td data-bbox="68 1207 191 1148" style="text-align: center;"> Rubber Cushion/ Cousinnet de caoutchouc </td> <td data-bbox="191 1207 342 1148" style="text-align: center;"> Splines/ Cannelures </td> <td data-bbox="342 1207 646 1148" style="text-align: center;"> Splines/ Cannelures </td> </tr> <tr> <td data-bbox="68 1425 191 1148" style="text-align: center;"> ① </td> <td data-bbox="191 1425 342 1148" style="text-align: center;"> ① </td> <td data-bbox="342 1425 646 1148" style="text-align: center;"> ① </td> </tr> <tr> <td data-bbox="68 1643 191 1148" style="text-align: center;"> OIL TYPE TYPE D'HUILE </td> <td data-bbox="191 1643 342 1148" style="text-align: center;"> COUPLING ACCOUPLLEMENT </td> <td data-bbox="342 1643 646 1148" style="text-align: center;"> TRANSMISSION TRANSMISSION </td> </tr> <tr> <td data-bbox="68 1862 191 1148" style="text-align: center;"> JET PUMP TYPE TYPE DE TURBINE </td> <td data-bbox="191 1862 342 1148" style="text-align: center;"> IMPPELLER ROTATION ROTATION DE L'HELICE </td> <td data-bbox="342 1862 646 1148" style="text-align: center;"> IMPPELLER ROTATION ROTATION DE L'HELICE </td> </tr> <tr> <td data-bbox="68 2080 191 1148" style="text-align: center;"> PROPULSION SYSTEM SYSTEME DE PROPULSION </td> <td data-bbox="191 2080 342 1148" style="text-align: center;"> MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS </td> <td data-bbox="342 2080 646 1148" style="text-align: center;"> MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS </td> </tr> </table>	Bombardier Formula	Bombardier Formula	Bombardier Formula	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Rubber Cushion/ Cousinnet de caoutchouc	Splines/ Cannelures	Splines/ Cannelures	①	①	①	OIL TYPE TYPE D'HUILE	COUPLING ACCOUPLLEMENT	TRANSMISSION TRANSMISSION	JET PUMP TYPE TYPE DE TURBINE	IMPPELLER ROTATION ROTATION DE L'HELICE	IMPPELLER ROTATION ROTATION DE L'HELICE	PROPULSION SYSTEM SYSTEME DE PROPULSION	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
Bombardier Formula	Bombardier Formula	Bombardier Formula																												
Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase																												
Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire																												
Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe																												
Rubber Cushion/ Cousinnet de caoutchouc	Splines/ Cannelures	Splines/ Cannelures																												
①	①	①																												
OIL TYPE TYPE D'HUILE	COUPLING ACCOUPLLEMENT	TRANSMISSION TRANSMISSION																												
JET PUMP TYPE TYPE DE TURBINE	IMPPELLER ROTATION ROTATION DE L'HELICE	IMPPELLER ROTATION ROTATION DE L'HELICE																												
PROPULSION SYSTEM SYSTEME DE PROPULSION	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS																												


90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
155.6 (6.126)	139.5 (5.490)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
14°-21° ^② Stainless Steel/ Acier inoxydable	12°-25° ^② Stainless Steel/ Acier inoxydable	14°-21° Stainless Steel/ Acier inoxydable	14°-21° Stainless Steel/ Acier inoxydable	14°-21° Stainless Steel/ Acier inoxydable	14°-21° Stainless Steel/ Acier inoxydable	14°-21° Stainless Steel/ Acier inoxydable
IMPPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	IMPPELLER WEAR RING CLEARANCE JEU HELICE/ANNEAU	IMPPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	IMPPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	IMPPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	IMPPELLER PITCH/MATERIAL PAS HELICE/MATERIAU	IMPPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

	1997	SP (5879)	SPX (5661/5834)	GS (5621)	GSI (5622)	GSX (5624)	GTS (5818)
PROPULSION SYSTEM SYSTEME DE PROPULSION	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula
JET PUMP TYPE TYPE DE TURBINE	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase
IMPELLER ROTATION ROTATION DE L'HELICE	Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire
TRANSMISSION	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe
COUPLING ACCOUPLLEMENT	Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures
OIL TYPE TYPE D'HUILE	①	①	①	①	①	①	①


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/po)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)
IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU	N / U mm (in/po)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)	0.0-0.4 (.000-.016)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE	mm (in/po)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE	mm (in/po)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU		16°-35° Aluminum/ Aluminium	16°-23° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable

XP (5662/5833)	HX (5882)	GTX (5642)	GTI (5641)	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM SYSTEME DE PROPULSION
Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE
Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE
Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Direct Drive/ Prise directe	Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION
Driving Claw, Rubber Cushion/ Engrenage avec coussinet de caoutchouc	Driving Claw, Rubber Cushion/ Engrenage avec coussinet de caoutchouc	Splines/ Cannelures	Splines/ Cannelures	COUPLING ACCOUPLLEMENT
①	①	①	①	OIL TYPE TYPE D'HUILE


90 (35)	90 (35)	90 (35)	90 (35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
16°-23° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable	16°-23° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

	1996						
GTS (5817)	GSX (5620)	XP (5858/5859)	SPI (5878)	SPX (5877)	SP (5876)	Propulsion System SYSTÈME DE PROPULSION	Jet Pump Type TYPE DE TURBINE
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Impeller Rotation ROTATION DE L'HELICE	Impeller Rotation ROTATION DE L'HELICE
Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Transmission TRANSMISSION	Transmission TRANSMISSION
Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Coupling ACCOUPLLEMENT	Coupling ACCOUPLLEMENT
Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Oil Type TYPE D'HUILE	Oil Type TYPE D'HUILE
Splines/Cannelures	Splines/Cannelures	Splines/Cannelures	Splines/Cannelures	Splines/Cannelures	Splines/Cannelures		
①	①	①	①	①	①		


90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	Minimum Required Water Level NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	Drive Shaft Deflection (Maximum) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	Impeller Outside Diameter DIAMÈTRE EXTÉRIEUR DE L'HELICE	mm (in/po)
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	Impeller Wear Ring Clearance JEU HELICE/ANNEAU	N/U mm (in/po)
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	Impeller Shaft End Play JEU AXIAL ARBRE HELICE	mm (in/po)
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	Impeller Shaft Radial Play JEU RADIAL ARBRE HELICE	mm (in/po)
9°-23° ③ Stainless Steel/Acier inoxidable	16°-23° Stainless Steel/Acier inoxidable	16°-23° Stainless Steel/Acier inoxidable	11°-26° Stainless Steel/Acier inoxidable	11°-22° Stainless Steel/Acier inoxidable	18.8° Aluminum/Aluminium	Impeller Pitch/Material PAS HELICE/MATERIAU	

HX (5881)	GTX (5640)	GTI (5865/ 5866/5867)	 1996
Bombardier Formula	Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM SYSTÈME DE PROPULSION
Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE
Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	Counterclockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE
Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Direct Drive/ Prise directe	Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION
Driving Claw, Rubber Cushion/ Engrenage avec cousinnet de caoutchouc	Splines/ Cannelures	Splines/ Cannelures	COUPLING ACCOUPLLEMENT
①	①	①	OIL TYPE TYPE D'HUILE


90 (.35)	90 (.35)	90 (.35)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
11°-22° Stainless Steel/ Acier inoxydable	16°-23° Stainless Steel/ Acier inoxydable	11°-22° Stainless Steel/ Acier inoxydable	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

	1995						
GTS (5815/5816)	XP (5857)	XP 800 (5856)	SPI (5875)	SPX (5874)	SP (5873)		
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		
Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase	Single Stage/Monophase		
Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire	Counter-clockwise/Antihoraire		
Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe	Direct Drive/Prise directe		
Splines/Cannelures	Splines/Cannelures	Splines/Cannelures	Splines/Cannelures	Splines/Cannelures	Splines/Cannelures		
①	①	①	①	①	①		


MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/pol)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/pol)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)
IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HÉLICE	mm (in/pol)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)
IMPELLERWEAR RING CLEARANCE JEU HÉLICE/ANNEAU	N/U mm (in/pol)	0.31 ± .13 (.012 ± .005)	0.31 ± .13 (.012 ± .005)	0.31 ± .13 (.012 ± .005)	0.31 ± .13 (.012 ± .005)	0.31 ± .13 (.012 ± .005)	0.31 ± .13 (.012 ± .005)
IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HÉLICE	mm (in/pol)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)
IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HÉLICE	mm (in/pol)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)
IMPELLER PITCH/MATERIAL PAS HÉLICE/MATÉRIAU		10°-25° Stainless Steel/Acier inoxydable	11°-24° Stainless Steel/Acier inoxydable	16°-23° Stainless Steel/Acier inoxydable	11°-26° Stainless Steel/Acier inoxydable	11°-23° Stainless Steel/Acier inoxydable	18.8° Aluminum/Aluminium

HX (5880)	GTX (5863/5864)		1995
Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM SYSTEME DE PROPULSION	
Single Stage/ Monophase	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counterclockwise/ Antihoraire	Counter- clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive (split front/rear)/ Prise directe (séparé avant/arrière)	Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Splines/ Cannelures	Splines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	①	OIL TYPE TYPE D'HUILE	


90 (.35)	90 (.35)	cm (in/po)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	mm (in/po)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	mm (in/po)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	N / U mm (in/po)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	mm (in/po)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	mm (in/po)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
11°-24° Stainless Steel/ Acier inoxydable	10°-22° Stainless Steel/ Acier inoxydable		IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

GTS (5814)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
XP (5855)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
XP (5854)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
SPI (5872)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
SPX (5871)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
SP (5870)	Bombardier Formula	Single Stage/ Monophase	Counter-clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
1994						
PROPULSION SYSTEM SYSTEME DE PROPULSION						
JET PUMP TYPE TYPE DE TURBINE						
IMPELLER ROTATION ROTATION DE L'HELICE						
TRANSMISSION TRANSMISSION						
COUPLING ACCOUPLLEMENT						
OIL TYPE TYPE D'HUILE						


90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	14°-20° Stainless Steel/ Acier inoxydable
90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	11°-23° Stainless Steel/ Acier inoxydable
90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	14°-21° Stainless Steel/ Acier inoxydable
90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	11°-26° Stainless Steel/ Acier inoxydable
90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	11°-26° Stainless Steel/ Acier inoxydable
90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	18.8° Aluminum/ Aluminium
90 (35)	0.5 (.020)	139.5 (5.490)	0.31 ± .13 (.012 ± .005)	0.12-0.54 (.005-.021)	0.05 (.002)	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU
MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	cm (in/po)	90 (35)	0.5 (.020)	139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMETRE EXTERIEUR DE L'HELICE	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	mm (in/po)	90 (35)	0.5 (.020)	139.5 (5.490)	IMPELLER WEAR RING CLEARANCE JEU HELICE/ANNEAU	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE

GTX (5862)	1994	
Bombardier Formula	PROPULSION SYSTEM SYSTEME DE PROPULSION	
Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counter- clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Spines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	OIL TYPE TYPE D'HUILE	


90 (35)	cm (in/po)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	mm (in/po)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	mm (in/po)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.31 ± .13 (.012 ± .005) 1.02 (.040)	N / U mm (in/po)	IMPELLER/WEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	mm (in/po)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	mm (in/po)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
15°-21° Stainless Steel/ Acier inoxydable		IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

	1993					
SP (5806)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
SPX (5807)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
SPI (5808)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
XP (5852)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTS (5813)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
GTX (5861)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	Direct Drive/ Prise directe	Splines/ Cannelures	①
	Propulsion System Système de Propulsion	Jet Pump Type Type de Turbine	Impeller Rotation Rotation de l'hélice	Transmission Transmission	Coupling Accouplement	Oil Type Type d'huile


90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	60 (24)	cm (in/po)
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/po)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	mm (in/po)
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	N/U mm (in/po)
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	mm (in/po)
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/po)
18.3° Stainless Steel/ Acier inoxidable	17° Stainless Steel/ Acier inoxidable	11°-26° Stainless Steel/ Acier inoxidable	17, 7° Stainless Steel/ Acier inoxidable	14°-21° Stainless Steel/ Acier inoxidable	18.8° Aluminum/ Aluminium	Impeller Pitch/Radial Play PAS Hélice/Matériel
MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HÉLICE	IMPELLERWEAR RING CLEARANCE JEU HÉLICE/ANNEAU	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HÉLICE	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HÉLICE	IMPELLER PITCH/MATERIAL PAS HÉLICE/MATÉRIAU

				
1992	PROPULSION SYSTEM SYSTEME DE PROPULSION			
SP (5805)	Bombardier Formula	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
XP (5851)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE
GTS (5812)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	TRANSMISSION TRANSMISSION
GTX (5860)	Bombardier Formula	Single Stage/ Monophase	Counter- clockwise/ Antihoraire	COUPLING ACCOUPLLEMENT
	Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	OIL TYPE TYPE D'HUILE
	Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures	
	①	①	①	


90 (35)	60 (24)	60 (24)	60 (24)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
18.3° Stainless Steel/ Acier inoxidable	17° Aluminum/ Aluminium	11°-26° Stainless Steel/ Acier inoxidable	18.8° Aluminum/ Aluminium	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU


GT (5811)	XP (5850)	SP (5804)	
Bombardier Formula	Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM SYSTEME DE PROPULSION
Single Stage/ Monophase	Single Stage/ Monophase	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE
Counter-clockwise/ Antihoraire	Counter-clockwise/ Antihoraire	Counter-clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE
Direct Drive/ Prise directe	Direct Drive/ Prise directe	Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION
Splines/ Cannelures	Splines/ Cannelures	Splines/ Cannelures	COUPLING ACCOUPLLEMENT
①	①	①	OIL TYPE TYPE D'HUILE

60 (24)	60 (24)	60 (24)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
0.5 (.020)	0.5 (.020)	0.5 (.020)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	0.05 (.002)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
17° Stainless Steel/ Acier inoxydable	11°-26° Stainless Steel/ Acier inoxydable	18.8° Aluminum/ Aluminium	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

GT (5810)	SP (5803)		1990
Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM SYSTEME DE PROPULSION	
Single Stage/ Monophase	Single Stage/ Monophase	JET PUMP TYPE TYPE DE TURBINE	
Counter- clockwise/ Antihoraire	Counter- clockwise/ Antihoraire	IMPELLER ROTATION ROTATION DE L'HELICE	
Direct Drive/ Prise directe	Direct Drive/ Prise directe	TRANSMISSION TRANSMISSION	
Splines/ Cannelures	Splines/ Cannelures	COUPLING ACCOUPLLEMENT	
①	①	OIL TYPE TYPE D'HUILE	

60 (24)	60 (24)	cm (in/pol)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
2.0 (.078)	2.0 (.078)	mm (in/pol)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
139.5 (5.490)	139.5 (5.490)	mm (in/pol)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
0.31 ± .13 (.012 ± .005) 1.02 (.040)	0.31 ± .13 (.012 ± .005) 1.02 (.040)	N / U mm (in/pol)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.12-0.54 (.005-.021)	0.12-0.54 (.005-.021)	mm (in/pol)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
0.05 (.002)	0.05 (.002)	mm (in/pol)	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
17° Stainless Steel/ Acier inoxydable	18.8° Aluminum/ Aluminium		IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

SP (5801)	
1988	PROPULSION SYSTEM SYSTÈME DE PROPULSION
Bombardier Formula	JET PUMP TYPE TYPE DE TURBINE
Single Stage/ Monophase	IMPELLER ROTATION ROTATION DE L'HELICE
Counter- clockwise/ Antihoraire	TRANSMISSION TRANSMISSION
Direct Drive/ Prise directe	COUPLING ACCOUPLLEMENT
Splines/ Cannelures	OIL TYPE TYPE D'HUILE
①	

SP (5802)	
1989	PROPULSION SYSTEM SYSTÈME DE PROPULSION
Bombardier Formula	JET PUMP TYPE TYPE DE TURBINE
Single Stage/ Monophase	IMPELLER ROTATION ROTATION DE L'HELICE
Counter- clockwise/ Antihoraire	TRANSMISSION TRANSMISSION
Direct Drive/ Prise directe	COUPLING ACCOUPLLEMENT
Splines/ Cannelures	OIL TYPE TYPE D'HUILE
①	

60 (24)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
cm (in/po)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
0.5 (.020)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
139.5 (5.490)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.31 ± .13 (.012 ± .005) 1.02 (.040)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
N/A/ S.O.	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
16.5° Aluminium/ Aluminium	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU

60 (24)	MINIMUM REQUIRED WATER LEVEL NIVEAU D'EAU MINIMUM REQUIS
cm (in/po)	DRIVE SHAFT DEFLECTION (MAXIMUM) FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)
0.5 (.020)	IMPELLER OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR DE L'HELICE
139.5 (5.490)	IMPELLERWEAR RING CLEARANCE JEU HELICE/ANNEAU
0.31 ± .13 (.012 ± .005) 1.02 (.040)	IMPELLER SHAFT END PLAY JEU AXIAL ARBRE HELICE
N/A/ S.O.	IMPELLER SHAFT RADIAL PLAY JEU RADIAL ARBRE HELICE
18.8° Aluminium/ Aluminium	IMPELLER PITCH/MATERIAL PAS HELICE/MATERIAU



ABBREVIATIONS AND NOTES **ABRÉVIATIONS ET NOTES**

PROPULSION SYSTEM **SYSTÈME DE PROPULSION**

ABBREVIATIONS

ABRÉVIATIONS

- ① SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL
SAE 75W90 GL5. Do not mix different brands or oil types.
 - ① *HUILE SYNTHÉTIQUE POLYOLESTER 75W90 GL5 POUR
TURBINE SEA-DOO. Ne pas mélanger différents types d'huile
ou des huiles de différentes marques.*
- ② As per Service Bulletin 98-18
 - ② *Selon le Bulletin de service 98-18*
- ③ As per Service Bulletin 2000-3
 - ③ *Selon le Bulletin de service 2000-3*
- ④ International Model. (second series)
 - ④ *Modèle international. (deuxième série)*
- ⑤ Complete North America Series
 - ⑤ *Série complète Amérique du Nord*
- ⑥ Grease: thermalube XL-OL-C2, NLGI2.
(P/N 293 550 032)
 - ⑥ *Graisse: thermalube XL-OL-C2, NLGI2.
(N/P 293 550 032)*

N.A.: Not Applicable


S.O.: *Sans objet*




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- <i>Largeur hors-tout</i>			
- Overall Height			
- <i>Hauteur hors-tout</i>			
- Dry Weight			
- <i>Poids à sec</i>			
- Load Limit			
- <i>Charge maximale</i>			
- Fuel Tank			
- <i>Réservoir de carburant</i>			
- Oil Injection Reservoir			
- <i>Réservoir d'huile à injection</i>			
- Impeller Shaft Reservoir			
- <i>Réservoir d'arbre d'hélice</i>			

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
2003	①	cm (in/po)	cm (in/po)	cm (in/po)
GTI (5568/5598/5597/5567)	3	307 (121)	120 (47)	104 (41)
GTI LE (6102/6101)	3	307 (121)	120 (47)	104 (41)
GTI LE RFI (6104/6103)	3	307 (121)	120 (47)	104 (41)
GTX DI (6118/6119)	3	331 (130)	122 (48)	113 (44)
LRV DI (5771)	4	396 (156)	155 (61)	108 (42.5)
RX DI (6123/6122)	2	285 (112)	120 (47)	104 (41)
XP DI (6131/6130)	2	272 (107)	112 (44)	104 (41)
GTX 4-TEC (6111/6112/6127)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC SUPERCHARGED (6105/6106/6128/6129)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	3	331 (130)	122 (48)	113 (44)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HUILE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
315 (695)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
351 (775)	272 (600)	56.5 (15)	6 (1.6)	100 (3.38)
432 (952)	338 (745)	95 (25)	6 (1.6)	115 (3.88)
285 (628)	181 (400)	56.5 (15)	6 (1.6)	100 (3.38)
274 (625)	181 (400)	51 (13)	4 (1.0)	100 (3.38)
385 (850)	272 (600)	60 (15.9)	⑧	⑦
385 (850)	272 (600)	60 (15.9)	⑧	⑦
397 (875)	272 (600)	60 (15.9)	⑧	⑦
397 (875)	272 (600)	60 (15.9)	⑧	⑦

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOU	OVERALL WIDTH LARGEUR HORS-TOU	OVERALL HEIGHT HAUTEUR HORS-TOU
2002	①	cm (in/po)	cm (in/po)	cm (in/po)
GTI (5558/5559)	3	307 (121)	112 (47)	104 (41)
GTI LE (5560/5561)	3	307 (121)	112 (47)	104 (41)
GTI California GTI LE California (6116/6117)	3	307 (121)	112 (47)	104 (41)
GTX DI (5563/5564) (5595/5596)	3	331 (130)	122 (48)	113 (44)
LRV DI (5460)	4	396 (156)	155 (61)	108 (42.5)
GTX RFI (5565/5566)	3	315 (124)	122 (48)	104 (41)
XP (5577/5578)	2	272 (107)	112 (44)	104 (41)
RX (5579/5580) (5581/5582)	2	285 (112)	120 47	104 (41)
GTX (5587/5588)	3	315 (124)	122 (48)	104 (41)
RX DI (5583/5584) (5585/5586) (5591/5592)	2	285 (112)	120 (47)	104 (41)
GTX 4-TEC (5573/5574) (5593/5594)	3	331 (130)	122 (48)	113 (44)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HEUCE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
363 (800)	272 (600)	56.5 (15)	6 (1.6)	115 (3.88)
432 (952)	338 (745)	95 (25)	6 (1.6)	115 (3.88)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
255 (562)	159 (350)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (400)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (400)	56.5 (15)	6 (1.6)	115 (3.88)
393 blue (866) <i>bleu</i> 397 red (875) <i>rouge</i>	272 (600)	60 (15.9)	⑧	⑦

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
2001	①	cm (in/po)	cm (in/po)	cm (in/po)
GS Inter. First Series/ Première série (5548)	2	270 (106)	116 (45.7)	99 (39)
GS (5518 ⑤/ 5519 ⑥)	2	270 (106)	116 (45.7)	99 (39)
GSX RFI Inter. First Series/ Première série (5549)	2	270 (106)	116 (45.7)	99 (39)
GTS Inter. First Series/ Première série (5551)	3	302 (119)	119 (47)	95 (37.4)
GTS (5520 ⑤/ 5521 ⑥)	3	307 (121)	120 (47)	104 (41)
GTI Inter. First Series/ Première série (5552)	3	315 (124)	122 (48)	104 (41)
GTI (5522 ⑤/ 5523 ⑥)	3	307 (121)	120 (47)	104 (41)
GTX RFI (5524/5525/ 5553/5555)	3	315 (124)	122 48	107 (42) 104 (41)
GTX (5526/5527/ 5538/5539)	3	315 (124)	122 (48)	104 (41)
XP (5530/5531)	2	272 (107)	112 (44)	104 (41)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HEUCE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
234 (516)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
222 (489)	225 (496)	47 (12)	4.5 (1.2)	80 (2.7)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
275 (606)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
255 (562)	159 (351)	54 (14)	4 (1.1)	115 (3.88)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUT	OVERALL WIDTH LARGEUR HORS-TOUT	OVERALL HEIGHT HAUTEUR HORS-TOUT
2001	①	cm (in/po)	cm (in/po)	cm (in/po)
RX (5532/5533/ 5542/5543)	2	285 (112)	120 (47)	104 (41)
RX DI (5534/5535/ 5536/5537)	2	285 (112)	120 (47)	104 (41)
GTX DI (5528/5529/ 5540/5541)	3	315 (124)	122 48	107 (42) 104 (41)
LRV (5697)	4	396 (156)	155 (61)	108 (42.5)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR À INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
275 (606)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
309 (681)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
435 (960)	340 (750)	95 (25)	6 (1.6)	115 (3.88)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
2000	①	cm (in/po)	cm (in/po)	cm (in/po)
GS (5644/5827)	2	270 (106)	116 (45.7)	99 (39)
GSX RFI (5645/5654)	2	270 (106)	116 (45.7)	99 (39)
GTS Inter. (5639)	3	302 (119)	119 (47)	95 (37.4)
GTI (5647/5657)	3	315 (124)	122 (48)	104 (41)
GTX RFI (5648/5658/5515/5516)	3	315 (124)	122 48	107 (42)
GTX (5653/5669)	3	315 (124)	122 (48)	104 (41)
XP (5651/5655)	2	272 (107)	112 (44)	104 (41)
RX (5513/5514)	2	285 (112)	120 (47)	104 (41)
RX DI (5646/5656)	2	285 (112)	120 (47)	104 (41)
GTX DI (5649/5659)	3	315 (124)	122 48	107 (42)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
234 (516)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
222 (489)	225 (496)	47 (12)	4.5 (1.2)	80 (2.7)
275 (606)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
255 (562)	159 (351)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
309 (681)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
2000	①	cm (in/po)	cm (in/po)	cm (in/po)
LRV (5688)	4	396 (156)	155 (61)	108 (42.5)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
435 (960)	340 (750)	95 (25)	6 (1.6)	115 (3.88)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1999	①	cm (in/po)	cm (in/po)	cm (in/po)
SPX (5828/5836)	2	254 (100)	105 (41.3)	92 (36.2)
GS (5847/5846)	2	267 (105)	116 (45.7)	94 (37)
GSX RFI (5637/5652/ 5638/5829)	2	267 (105)	116 (45.7)	94 (37)
GSX Limited/ Limitée (5849/5848)	2	267 (105)	116 (45.7)	94 (37)
GTS (5883)	3	302 (119)	119 (47)	95 (37.4)
GTI (5885/5884)	3	316 (124)	119 (47)	94 (37)
GTX RFI (5887/5886)	3	316 (124)	119 (47)	94 (37)
GTX Limited/ Limitée (5889/5888)	3	316 (124)	119 (47)	94 (37)
XP Limited/ Limitée (5869/5868)	2	272 (107)	111 (43.7)	103 (40.5)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR D'INJECTION	IMPELLER SHAFT RÉSERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
195 (429)	159 (351)	34 (9)	4.5 (1.2)	80 (2.7)
215 (474)	159 (351)	56.5 (15)	6 (1.6)	100 (3.4)
232 (510)	159 (351)	56.5 (15)	6 (1.6)	100 (3.4)
238 (524)	159 (351)	56.5 (15)	6 (1.6)	120 (4.1)
219 (483)	224 (494)	47 (12)	4.5 (1.2)	80 (2.7)
269 (593)	242 (534)	56.5 (15)	6 (1.6)	100 (3.4)
293 (645)	242 (534)	56.5 (15)	6 (1.6)	100 (3.4)
291 (640)	242 (534)	56.5 (15)	6 (1.6)	120 (4.1)
248 (546)	159 (351)	54 (14)	4 (1.1)	120 (4.1)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1998	①	cm (in/po)	cm (in/po)	cm (in/po)
SPX (5838/5839)	2	254 (100)	105 (41.3)	92 (36.2)
GS (5626/5844)	2	267 (105)	116 (45.7)	94 (37)
GSX Limited/ Limitée (5625)	2	267 (105)	116 (45.7)	94 (37)
GSX Limited/ Limitée (5629/5845)	2	267 (105)	116 (45.7)	94 (37)
GTS (5819)	3	302 (119)	119 (47)	95 (37.4)
GTI (5636/5841)	3	312 (123)	119 (47)	94 (37)
GTX Limited/ Limitée (5837/5842)	3	312 (123)	119 (47)	94 (37)
GTX RFI (5666/5843)	3	312 (123)	119 (47)	94 (37)
XP Limited/ Limitée (5665)	2	272 (107)	111 (43.7)	103 (40.5)
XP Limited/ Limitée (5667)	2	272 (107)	111 (43.7)	103 (40.5)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ^② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
194 (428)	159 (351)	34 (9)	4.5 (1.2)	80 (2.7)
215 (474)	159 (351)	56.5 (15)	6 (1.6)	80 (2.7)
237 (523)	159 (351)	56.5 (15)	6 (1.6)	80 (2.7)
237 (523)	159 (351)	56.5 (15)	6 (1.6)	120 (4.1)
219 (483)	224 (494)	47 (12)	4.5 (1.2)	80 (2.7)
269 (593)	242 (534)	56.5 (15)	6 (1.6)	80 (2.7)
286 (630)	242 (534)	56.5 (15)	6 (1.6)	120 (4.1)
273 (602)	242 (534)	56.5 (15)	6 (1.6)	100 (3.4) ④
250 (551)	159 (351)	54 (14)	4 (1.1)	120 (4.1) ④
250 (551)	159 (351)	54 (14)	4 (1.1)	120 (4.1)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOU	OVERALL WIDTH LARGEUR HORS-TOU	OVERALL HEIGHT HAUTEUR HORS-TOU
1997	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5879)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5661/5834)	2	254 (100)	105 (41.3)	92 (36.2)
GS/GSI (5621/5622)	2	267 (105)	116 (45.7)	94 (37)
GSX (5624)	2	267 (105)	116 (45.7)	94 (37)
GTS (5818)	3 ③	302 (119)	119 (47)	95 (37.4)
GTI (5641)	3	312 (123)	119 (47)	94 (37)
GTX (5642)	3	312 (123)	119 (47)	94 (37)
HX (5882)	1	273 (107.5)	85 (33.5)	97 (38.2)
XP (5662)	2	272 (107)	111 (43.7)	103 (40.6)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
174 (384)	159 (351)	34 (9)	4.5 (1.2)	70 (2.4)
194 (428)	159 (351)	34 (9)	4.5 (1.2)	70 (2.4)
215 (474)	159 (351)	56.5 (15)	6 (1.6)	70 (2.4)
229 (505)	159 (351)	56.5 (15)	6 (1.6)	70 (2.4)
219 (483)	224 (494)	47 (12)	4.5 (1.2)	70 (2.4)
269 (593)	242 (534)	56.5 (15)	6 (1.6)	70 (2.4)
273 (602)	242 (534)	56.5 (15)	6 (1.6)	70 (2.4)
195 (430)	113 (250)	27 (7)	4 (1.1)	70 (2.4)
238 (525)	159 (351)	41.5 (11)	4 (1.1)	70 (2.4)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGÈRES	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1996	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5876)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5877)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5878)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5858/5859)	2	254 (100)	105 (41.3)	92 (36.2)
GSX (5620)	2	267 (105)	116 (45.6)	94 (37)
GTS (5817)	3 ③	302 (119)	119 (47)	95 (37.4)
GTI (5865/5866/5867)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5640)	3	312 (123)	119 (47)	94 (37.0)
HX (5881)	1	273 (107.5)	85 (33.5)	97 (38.2)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSÉROIR DE CARBURANT	OIL INJECTION RÉSÉROIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSÉROIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
197 (434)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
227 (504)	165 (366)	56.5 (15)	6 (1.5)	90 (3.0)
210 (463)	225 (496)	46 (12)	4.5 (1.2)	90 (3.0)
220 (488)	225 (500)	46 (12)	4.5 (1.2)	90 (3.0)
262 (582)	230 (511)	56.5 (15)	6 (1.5)	90 (3.0)
177 (390)	110 (250)	27 (7)	4.0 (1.1)	90 (3.0)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1995	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5873)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5874)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5875)	2	254 (100)	105 (41.3)	92 (36.2)
XP 800 (5856)	1	262 (103)	105 (41.3)	92 (36.2)
XP (5857)	2	262 (103)	105 (41.3)	92 (36.2)
GTS (5815/5816)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5863/5864)	3 ③	302 (119)	119 (47)	95 (37.4)
HX (5880)	1	273 (107.5)	85 (33.5)	97 (38.2)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
180 (397)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
197 (434)	110 (250)	34 (9)	4.5 (1.2)	90 (3.0)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
210 (463)	225 (496)	45 (12)	4.5 (1.2)	65 (2.2)
220 (485)	225 (496)	45 (12)	4.5 (1.2)	65 (2.2)
177 (390)	110 (250)	27 (7)	4.0 (1.1)	90 (3.0)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1994	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5870)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5871)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5872)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5854)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5855)	2	254 (100)	105 (41.3)	92 (36.2)
GTS (5814)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5862)	3 ③	302 (119)	119 (47)	95 (37.4)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
180 (397)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
220 (485)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)


	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOU	OVERALL WIDTH LARGEUR HORS-TOU	OVERALL HEIGHT HAUTEUR HORS-TOU
1993	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5806)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5807)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5808)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5852)	2	254 (100)	105 (41.3)	92 (36.2)
GTS (5813)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5861)	3 ③	302 (119)	119 (47)	95 (37.4)

DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
167 (368)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
168 (370)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
167 (368)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
169 (373)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUT	OVERALL WIDTH LARGEUR HORS-TOUT	OVERALL HEIGHT HAUTEUR HORS-TOUT
1992	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5805)	2	244 (96)	105 (41.3)	92 (36.2)
XP (5851)	2	244 (96)	105 (41.3)	92 (36.2)
GTS (5812)	3 ③	303 (119.3)	121 (47.6)	95 (37.4)
GTX (5860)	3 ③	303 (119.3)	121 (47.6)	95 (37.4)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSÉROIR DE CARBURANT	OIL INJECTION RÉSÉROIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSÉROIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)


	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOU	OVERALL WIDTH LARGEUR HORS-TOU	OVERALL HEIGHT HAUTEUR HORS-TOU
1991	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5804)	2	244 (96)	105 (41.3)	92 (36.2)
XP (5850)	2	244 (96)	105 (41.3)	92 (36.2)
GT (5811)	3	303 (119.3)	121 (47.6)	95 (37.4)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOU	OVERALL WIDTH LARGEUR HORS-TOU	OVERALL HEIGHT HAUTEUR HORS-TOU
1990	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5803)	2	244 (96)	105 (41.3)	92 (36.2)
GT (5810)	3	303 (119.3)	121 (47.6)	95 (37.4)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	29.1 (7.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1989	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5802)	2	244 (96)	105 (41.3)	92 (36.2)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1988	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5801)	2	244 (96)	105 (41.3)	92 (36.2)

DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR RÉSERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'ARBRE D'HÉLICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	60 (2)

DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR RÉSERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'ARBRE D'HÉLICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	80 (2.7)



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

DIMENSIONS/CAPACITIES DIMENSIONS/CONTENANCES

ABBREVIATIONS

ABRÉVIATIONS


- ① Driver Included
① *Conducteur inclus*
- ② Reserve Included
② *Réserve incluse*
- ③ Two passengers if watercraft is equipped with the Touring Seat Option.
③ *Deux passagers lorsque la motomarine est munie d'un siège de randonnée optionnel.*
- ④ As per Service Bulletin 98-7
④ *Selon le Bulletin de service 98-7*
- ⑤ International Model. (second series)
⑤ *Modèle international. (deuxième série)*
- ⑥ Complete North America Series
⑥ *Série complète Amérique du Nord*
- ⑦ Sea-Doo grease (P/N 293 550 032)
10 mL in front of bearing
50 mL at rear of bearing
50 mL in pump cap
⑦ *Graisse Sea-Doo (N/P 293 550 032)*
10 mL en avant du roulement
50 mL à l'arrière du roulement
50 mL dans le couvercle de la pompe
- ⑧ 4.5 L (dry engine) 3.1 L (oil change w/filter)
⑧ *4.5 L (moteur à sec) 3.1 L (changement d'huile avec filtre)*

SECTION CONTENTS CONTENU DE LA SECTION




MATERIALS MATÉRIAUX


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- Hull			
- <i>Coque</i>			
- Jet Pump Housing			
- <i>Carter de turbine</i>			
- Stator			
- <i>Stator</i>			
- Venturi			
- <i>Venturi</i>			
- Nozzle			
- <i>Tuyère</i>			
- Air Intake Silencer			
- <i>Silencieux d'admission d'air</i>			
- Flame Arrester			
- <i>Pare-flammes</i>			
- Tuned Pipe/Muffler			
- <i>Tuyau d'échappement calibré/silencieux</i>			
- Steering Padding			
- <i>Rembourrage de guidon</i>			
- Fuel Tank			
- <i>Réservoir de carburant</i>			
- Oil Injection Reservoir			
- <i>Réservoir d'huile à injection</i>			

						
2003	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
GTI (5568/5598/ 5597/5567)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTI LE (6102/6101)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTI LE RFI (6104/6103)	Composite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTX DI (6118/6119)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
LRV DI (5771)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX DI (6123/6122)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
XP DI (6131/6130)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX 4-TEC (6111/6112/ 6127)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
<i>Multi Layer Wire Screen/Tamis multicouche</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
<i>Multi Layer Wire Screen/Tamis multicouche</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
<i>Multi Layer Wire Screen/Tamis multicouche</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	NA/ S.O.
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	NA/ S.O.
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	NA/ S.O.
<i>Tubular Wire Screen/Tamis tubulaire</i>	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	NA/ S.O.

						
2002	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
GTI (5558/5559)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTI LE (5560/5561)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTI California GTI LE California (6116/6117)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX DI (5563/5564) (5595/5596)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
LRV DI (5460)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX RFI (5565/5566)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
XP (5577/5578)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX (5579/5580) (5581/5582)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX (5587/5588)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX DI (5583/5584) (5585/5586) (5591/5592)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


	FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMOUVRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
2002	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE MANIFOLD TUBULURE D'ADMISSION D'AIR
GTX 4-TEC (5573/5574) (5593/5594)	Com- posite	Plast.	Stainless Steel/ A. inox.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
Tubular Wire Screen/ Tamis tubulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	N.A./ S.O.

						
2001	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
GS Inter. First Series/ Première série (5548)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GS (5518 ②/ 5519 ③)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GSX RFI Inter. First Series/ Première série (5549)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTS Inter. First Series/ Première série (5551)	Com- posite	Plast.	Plast.	Plast.	Plast.	Thermo- plast.
GTS (5520 ②/ 5521 ③)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTI Inter. First Series/ Première série (5552)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTI (5522 ②/ 5523 ③)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX RFI (5524/5525/ 5553/5555)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTX (5526/5527/ 5538/5539)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURNAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
2001	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
XP (5530/5531)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX (5532/5533/ 5542/5543)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX DI (5534/5535/ 5536/5537)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
GTX DI (5528/5529/ 5540/5541)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
LRV (5697)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
2000	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
GS (5644/5827)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GSX RFI (5645/5654)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTS Inter. (5639)	Com- posite	Plast.	Plast.	Plast.	Plast.	Thermo- plast.
GTI (5647/5657)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTX RFI (5648/5658/ 5515/5516)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GTX (5653/5669)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
XP (5651/5655)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX (5513/5514)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.
RX DI (5646/5656)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


	FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRÉ	STEERING PADDING REMOUVRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
2000	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
GTX DI (5649/5659)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast
LRV (5688)	Com- posite	Plast.	Plast.	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMBOURNAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE À INJECTION
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
1999	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
SPX (5828/5836)	Com- posite	Plast.	Brass Alloy/ Laiton	Plast.	Alum.	Thermo- plast.
GS (5847/5846)	Com- posite	Plast.	Plast.	Plast.	Plast.	Thermo- plast.
GSX RFI (5637/5652/ 5638/5829)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.
GSX Limited/ Limitée (5849/5848)	Com- posite	Alum.	Brass Alloy/ Laiton	Alum.	Alum.	Thermo- plast.
GTS (5883)	Com- posite	Plast.	Plast	Plast.	Plast.	Thermo- plast.
GTI (5885/5884)	Com- posite	Plast.	Brass Alloy/ Laiton	Plast.	Plast.	Thermo- plast.
GTX RFI (5887/5886)	Com- posite	Plast.	Plast.	Plast.	Alum.	Thermo- plast.


	FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRÉ	STEERING PADDING REMBOURRAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyeth- ylene/ Poly- éthylène	Polyeth- ylene/ Poly- éthylène
	Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
	Multi-Layer Wire Screen/ Tamis multicouche	Alum.	Thermoplastic/ Thermoplastique	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

						
1999	HULL COQUE	JET PUMP HOUSING CARTER DE TURBINE	STATOR STATOR	VENTURI VENTURI	NOZZLE TUYÈRE	AIR INTAKE SILENCER SILENCIEUX D'ADMISSION D'AIR
GTX Limited/ Limitée (5889/5888)	Com- posite	Plast.	Brass Alloy/ Laiton	Alum.	Alum.	Thermo- plast.
XP Limited/ Limitée (5869/5868)	Com- posite	Plast.	Brass Alloy/ Laiton	Alum.	Alum.	Thermo- plast.


FLAME ARRESTER PARE-FLAMMES	TUNED PIPE/MUFFLER TUYAU D'ÉCHAPPEMENT CALIBRE	STEERING PADDING REMOBOUTAGE DE GUIDON	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RÉSERVOIR D'HUILE A INJECTION
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène
Tabular Wire Screen/ Tamis tabulaire	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ Élastomère thermoplast. avec mousse en polystyrène	Polyethylene/ Polyéthylène	Polyethylene/ Polyéthylène

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1998	①	cm (in/po)	cm (in/po)	cm (in/po)
SPX (5838/5839)	2	254 (100)	105 (41.3)	92 (36.2)
GS (5626/5844)	2	267 (105)	116 (45.7)	94 (37)
GSX Limited/ Limitée (5625)	2	267 (105)	116 (45.7)	94 (37)
GSX Limited/ Limitée (5629/5845)	2	267 (105)	116 (45.7)	94 (37)
GTS (5819)	3	302 (119)	119 (47)	95 (37.4)
GTI (5636/5841)	3	312 (123)	119 (47)	94 (37)
GTX Limited/ Limitée (5837/5842)	3	312 (123)	119 (47)	94 (37)
GTX RFI (5666/5843)	3	312 (123)	119 (47)	94 (37)
XP Limited/ Limitée (5665)	2	272 (107)	111 (43.7)	103 (40.5)
XP Limited/ Limitée (5667)	2	272 (107)	111 (43.7)	103 (40.5)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
194 (428)	159 (351)	34 (9)	4.5 (1.2)	80 (2.7)
215 (474)	159 (351)	56.5 (15)	6 (1.6)	80 (2.7)
237 (523)	159 (351)	56.5 (15)	6 (1.6)	80 (2.7)
237 (523)	159 (351)	56.5 (15)	6 (1.6)	120 (4.1)
219 (483)	224 (494)	47 (12)	4.5 (1.2)	80 (2.7)
269 (593)	242 (534)	56.5 (15)	6 (1.6)	80 (2.7)
286 (630)	242 (534)	56.5 (15)	6 (1.6)	120 (4.1)
273 (602)	242 (534)	56.5 (15)	6 (1.6)	100 (3.4) ④
250 (551)	159 (351)	54 (14)	4 (1.1)	120 (4.1) ④
250 (551)	159 (351)	54 (14)	4 (1.1)	120 (4.1)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1997	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5879)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5661/5834)	2	254 (100)	105 (41.3)	92 (36.2)
GS/GSI (5621/5622)	2	267 (105)	116 (45.7)	94 (37)
GSX (5624)	2	267 (105)	116 (45.7)	94 (37)
GTS (5818)	3 ③	302 (119)	119 (47)	95 (37.4)
GTI (5641)	3	312 (123)	119 (47)	94 (37)
GTX (5642)	3	312 (123)	119 (47)	94 (37)
HX (5882)	1	273 (107.5)	85 (33.5)	97 (38.2)
XP (5662)	2	272 (107)	111 (43.7)	103 (40.6)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
174 (384)	159 (351)	34 (9)	4.5 (1.2)	70 (2.4)
194 (428)	159 (351)	34 (9)	4.5 (1.2)	70 (2.4)
215 (474)	159 (351)	56.5 (15)	6 (1.6)	70 (2.4)
229 (505)	159 (351)	56.5 (15)	6 (1.6)	70 (2.4)
219 (483)	224 (494)	47 (12)	4.5 (1.2)	70 (2.4)
269 (593)	242 (534)	56.5 (15)	6 (1.6)	70 (2.4)
273 (602)	242 (534)	56.5 (15)	6 (1.6)	70 (2.4)
195 (430)	113 (250)	27 (7)	4 (1.1)	70 (2.4)
238 (525)	159 (351)	41.5 (11)	4 (1.1)	70 (2.4)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGÈRES	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1996	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5876)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5877)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5878)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5858/5859)	2	254 (100)	105 (41.3)	92 (36.2)
GSX (5620)	2	267 (105)	116 (45.6)	94 (37)
GTS (5817)	3 ③	302 (119)	119 (47)	95 (37.4)
GTI (5865/5866/5867)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5640)	3	312 (123)	119 (47)	94 (37.0)
HX (5881)	1	273 (107.5)	85 (33.5)	97 (38.2)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSÉROIR DE CARBURANT	OIL INJECTION RÉSÉROIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSÉROIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
197 (434)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
227 (504)	165 (366)	56.5 (15)	6 (1.5)	90 (3.0)
210 (463)	225 (496)	46 (12)	4.5 (1.2)	90 (3.0)
220 (488)	225 (500)	46 (12)	4.5 (1.2)	90 (3.0)
262 (582)	230 (511)	56.5 (15)	6 (1.5)	90 (3.0)
177 (390)	110 (250)	27 (7)	4.0 (1.1)	90 (3.0)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUR	OVERALL WIDTH LARGEUR HORS-TOUR	OVERALL HEIGHT HAUTEUR HORS-TOUR
1995	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5873)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5874)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5875)	2	254 (100)	105 (41.3)	92 (36.2)
XP 800 (5856)	1	262 (103)	105 (41.3)	92 (36.2)
XP (5857)	2	262 (103)	105 (41.3)	92 (36.2)
GTS (5815/5816)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5863/5864)	3 ③	302 (119)	119 (47)	95 (37.4)
HX (5880)	1	273 (107.5)	85 (33.5)	97 (38.2)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
180 (397)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
197 (434)	110 (250)	34 (9)	4.5 (1.2)	90 (3.0)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	90 (3.0)
210 (463)	225 (496)	45 (12)	4.5 (1.2)	65 (2.2)
220 (485)	225 (496)	45 (12)	4.5 (1.2)	65 (2.2)
177 (390)	110 (250)	27 (7)	4.0 (1.1)	90 (3.0)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1994	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5870)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5871)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5872)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5854)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5855)	2	254 (100)	105 (41.3)	92 (36.2)
GTS (5814)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5862)	3 ③	302 (119)	119 (47)	95 (37.4)


DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
176 (388)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
180 (397)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
178 (392)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
187 (412)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
220 (485)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)


	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1993	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5806)	2	254 (100)	105 (41.3)	92 (36.2)
SPX (5807)	2	254 (100)	105 (41.3)	92 (36.2)
SPI (5808)	2	254 (100)	105 (41.3)	92 (36.2)
XP (5852)	2	254 (100)	105 (41.3)	92 (36.2)
GTS (5813)	3 ③	302 (119)	119 (47)	95 (37.4)
GTX (5861)	3 ③	302 (119)	119 (47)	95 (37.4)

DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
167 (368)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
168 (370)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
167 (368)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
169 (373)	160 (353)	34 (9)	4.5 (1.2)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
210 (463)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1992	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5805)	2	244 (96)	105 (41.3)	92 (36.2)
XP (5851)	2	244 (96)	105 (41.3)	92 (36.2)
GTS (5812)	3 ③	303 (119.3)	121 (47.6)	95 (37.4)
GTX (5860)	3 ③	303 (119.3)	121 (47.6)	95 (37.4)


DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal E.-U.)	L (U.S. gal/ gal E.-U.)	mL (U.S. oz/ oz E.-U.)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)


	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUT	OVERALL WIDTH LARGEUR HORS-TOUT	OVERALL HEIGHT HAUTEUR HORS-TOUT
1991	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5804)	2	244 (96)	105 (41.3)	92 (36.2)
XP (5850)	2	244 (96)	105 (41.3)	92 (36.2)
GT (5811)	3	303 (119.3)	121 (47.6)	95 (37.4)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUT	OVERALL WIDTH LARGEUR HORS-TOUT	OVERALL HEIGHT HAUTEUR HORS-TOUT
1990	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5803)	2	244 (96)	105 (41.3)	92 (36.2)
GT (5810)	3	303 (119.3)	121 (47.6)	95 (37.4)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
166 (365)	160 (353)	33 (8.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	33 (8.7)	2.8 (0.7)	65 (2.2)

DRY WEIGHT POIDS A SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RESERVOIR DE CARBURANT	OIL INJECTION RESERVOIR RESERVOIR D'HUILE A INJECTION	IMPELLER SHAFT RESERVOIR RESERVOIR D'ARBRE D'HELICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	65 (2.2)
209 (461)	225 (496)	29.1 (7.7)	2.8 (0.7)	65 (2.2)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1989	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5802)	2	244 (96)	105 (41.3)	92 (36.2)

	NUMBER OF PASSENGERS NOMBRE DE PASSAGERS	OVERALL LENGTH LONGUEUR HORS-TOUIT	OVERALL WIDTH LARGEUR HORS-TOUIT	OVERALL HEIGHT HAUTEUR HORS-TOUIT
1988	①	cm (in/po)	cm (in/po)	cm (in/po)
SP (5801)	2	244 (96)	105 (41.3)	92 (36.2)

DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR RÉSERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'ARBRE D'HÉLICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	60 (2)

DRY WEIGHT POIDS À SEC	LOAD LIMIT CHARGE MAXIMALE	FUEL TANK RÉSERVOIR DE CARBURANT	OIL INJECTION RÉSERVOIR RÉSERVOIR D'HUILE À INJECTION	IMPELLER SHAFT RÉSERVOIR RÉSERVOIR D'ARBRE D'HÉLICE
kg (lb)	kg (lb)	L ② (U.S. gal/ gal É.-U.)	L (U.S. gal/ gal É.-U.)	mL (U.S. oz/ oz É.-U.)
166 (365)	160 (353)	29.1 (7.7)	2.8 (0.7)	80 (2.7)

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES



MATERIALS
MATÉRIAUX

ABBREVIATIONS
ABRÉVIATIONS

- ① Some models are equipped with a thermoplastic elastomer cover.
① *Certains modèles sont munis d'un couvercle élastomère thermoplastique.*
- ② International Model (second series)
② *Modèle international (deuxième série)*
- ③ Complete North America Series
③ *Série complète Amérique du Nord*

Alum.: Aluminum
Alum.: Aluminium

Plast.: Plastic
Plast.: Plastique


Thermoplast.: Thermoplastic
Thermoplast.: Thermoplastique




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ENGINE TIGHTENING TORQUES COUPLES DE SERRAGE DU MOTEUR


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- <i>Vis du collecteur d'échappement</i>		- <i>Vis de boîtier magnéto</i>	
- Magneto Flywheel Nut		- Starter Screws	
- <i>Écrou du volant magnétique</i>		- <i>Vis de démarreur</i>	
- Flywheel (PTO Side)		- Spark Plugs	
- <i>Volant moteur (côté PDM)</i>		- <i>Bougies</i>	
- Crankcase Screws (M8)			
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- <i>Vis de carter (M10)</i>			
- Crankcase/ Engine Support Nuts			
- <i>Écrous de carter/ support moteur</i>			
- Engine Support Screws			
- <i>Vis de support moteur</i>			
- Cylinder Head Screws			
- <i>Vis de culasse</i>			
- Cylinder Head Cover Screws			
- <i>Vis de couvre-culasse</i>			
- Crankcase/Cylinder Screws			
- <i>Vis de carter/cylindre</i>			
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- <i>Vis/écrou de tuyau d'échappement calibré</i>			
- Flame Arrester Screws			
- <i>Vis de pare-flammes</i>			

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2003	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) M8 ③ ④	N·m (lbf·ft) M10 ④	N·m (lbf·ft) ①	N·m (lbf·ft) ①
GT (5568/5598/ 5597/5567)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI LE (6102/6101)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI LE RFI (6104/6103)	120 (89)	105 (77)	23 (17)	40 (30)	N.A./ S.O.	25 (18)
GTX DI (6118/6119)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
LRV DI (5771)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
RX DI (6123/6122)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
XP DI (6131/6130)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
GTX 4-TEC (6111/6112/ 6127)	N.A./ S.O.	250 (184)	23 (17)	40 +55 (30+40)	N.A./ S.O.	25 (18)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	N.A./ S.O.	250 (184)	23 (17)	40 +55 (30+40)	N.A./ S.O.	25 (18)
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	N.A./ S.O.	250 (184)	23 (17)	40 +55 (30+40)	N.A./ S.O.	25 (18)
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	N.A./ S.O.	250 (184)	23 (17)	40 +55 (30+40)	N.A./ S.O.	25 (18)


ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/ CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARRÉUR	SPARK PLUGS BOUGIES
N·m (lbf·ft) ①	N·m (lbf·ft) ① ④	N·m (lbf·ft)	N·m (lbf·ft) ① ④	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤
N.A./ S.O.	23 (17)	⑥	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ S.O.	24 (17)	⑥	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
25 (18)	23 (17)	⑥	40 (30)	10 (7)	9 (7)	22 (16)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30) +120	9 (7) ④	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	17 (13)
25 (18)	40 (30) +120	9 (7) ④	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	17 (13)
25 (18)	40 (30) +120	9 (7) ④	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	17 (13)
25 (18)	40 (30) +120	9 (7) ④	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	17 (13)

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2002	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) M8 ③ ④	N·m (lbf·ft) M10 ③ ④	N·m (lbf·ft) ①	N·m (lbf·ft) ①
GTI (5558/5559)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI LE (5560/5561)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI California GTI LE California (6116/6117)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTX DI (5563/5564) (5595/5596)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
LRV DI (5460)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
GTX RFI (5565/5566)	120 (89)	105 (77)	23 (17)	40 (30)	N.A./ S.O.	25 (18)
XP (5577/5578)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
RX (5579/5580) (5581/5582)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
GTX (5587/5588)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)
RX DI (5583/5584) (5585/5586) (5591/5592)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.	25 (18)


ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/ CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lbf·ft) ①	N·m (lbf·ft) ④	N·m (lbf·ft)	N·m (lbf·ft) ① ④	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤
N.A./ S.O.	24 (17)	⑥	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ S.O.	24 (17)	⑥	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ S.O.	24 (17)	⑥	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)
25 (18)	23 (17)	⑥	40 (30)	10 (7)	9 (7)	22 (16)	23 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	23 (17)

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR	ENGINE SUPPORT SCREWS/ RUBBER MOUNT VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE
2002	N·m (lb·ft) ①	N·m (lb·ft) ⑥	N·m (lb·ft) M8 ③ ④	N·m (lb·ft) M10 ③ ④	N·m (lb·ft) ①	N·m (lb·ft) ①
GTX 4-TEC (5573/5574) (5593/5594)	N.A./ S.O.	260 (191)	23 (17)	40 +55 (30+40)	N.A./ S.O.	25 (18)


ENGINE SUPPORT SCREWS/ ENGINE VIS DE SUPPORT MOTEUR/ MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/ CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lb·ft) ①	N·m (lb·ft) ④	N·m (lb·ft)	N·m (lb·ft) ① ④	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) ①	N·m (lb·ft) ⑤
25 (18)	40 (30) +120° +90°	9 (7) ⑥	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	17 (13)

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2001	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) M8 ③ ④	N·m (lb·ft) M10 ③ ④	N·m (lb·ft) ①
GS Inter. First Series/ Première série (5548)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GS (5518 ⑨/ 5519 ⑩)	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
GSX RFI Inter. First Series/ Première série (5549)	105 (77)	110 (81)	24 (17)	40 (30)	35 (26)
GTS Inter. First Series/ Première série (5551)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTS (5520 ⑨/ 5521 ⑩)	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
GTI Inter. First Series/ Première série (5552)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTI (5522 ⑨/ 5523 ⑩)	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
GTX RFI (5524/5525/ 5553/5555)	105 (77) 120 (89)	105 (77)	24 (17)	40 (30)	N.A./ S.O.
GTX (5526/5527/ 5538/5539)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lb·ft) ①	N·m (lb·ft) ① ④	N·m (lb·ft)	N·m (lb·ft) ① ④	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) ①	N·m (lb·ft) ⑤
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2001	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) M8 ③ ④	N·m (lbf·ft) M10 ③ ④	N·m (lbf·ft) ①
XP (5530/5531)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
RX (5532/5533/ 5542/5543)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
RX DI (5534/5535/ 5536/5537)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
GTX DI (5528/5529/ 5540/5541)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
LRV (5697)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lbf·ft) ①	N·m (lbf·ft) ① ④	N·m (lbf·ft)	N·m (lbf·ft) ① ④	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	40 (30)	N.A./ S.O.	24 (17) 40 (30)	N.A./ S.O.	9 (7)	10 (7)	Ⓜ
25 (18)	40 (30)	N.A./ S.O.	24 (17) 40 (30)	N.A./ S.O.	9 (7)	10 (7)	Ⓜ
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2000	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) M8 ③ ④	N·m (lbf·ft) M10 ③ ④	N·m (lbf·ft) ①
GS (5644/5827)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GSX RFI (5645/5654)	105 (77)	110 (81)	24 (17)	40 (30)	N.A./ S.O.
GTS Inter. 5639	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTI (5647/5657)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTX RFI (5648/5658/ 5515/5516)	105 (77)	110 (81)	24 (17)	40 (30)	N.A./ S.O.
GTX (5653/5669)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
XP (5651/5655)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
RX (5513/5514)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
RX DI (5646/5656)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lbf·ft) ①	N·m (lbf·ft) ① ④	N·m (lbf·ft)	N·m (lbf·ft) ① ④	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑥	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	40 (30)	N.A./ S.O.	24 (17)	N.A./ S.O.	9 (7)	10 (7)	⑬

	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	ENGINE SUPPORT NUTS ÉCROUS DE SUPPORT MOTEUR
2000	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) M8 ③ ④	N•m (lbf•ft) M10 ③ ④	N•m (lbf•ft) ①
GTX DI (5649/5659)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.
LRV (5688)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ S.O.


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft) ①	N•m (lbf•ft) ① ④	N•m (lbf•ft)	N•m (lbf•ft) ① ④	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤
25 (18)	40 (30)	N.A./ S.O.	24 (17)	N.A./ S.O.	9 (7)	10 (7)	Ⓜ
25 (18)	34 (25)	N.A./ S.O.	N.A./ S.O.	N.A./ S.O.	9 (7)	10 (7)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1999	N·m (lb·ft) ④	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) M8 ③ ④	N·m (lb·ft) M10 ③ ④	N·m (lb·ft) ①
SPX (5828/5836)	③ 40 (30)	105 (77)	110 (81)	24 (17)	40 (30)	35 (26)
GS (5847/5846)	24 (17)	145 (107)	110 (81)	24 (17)	40 (30)	35 (26)
GSX RFI (5637/5652/ 5638/5829)	24 (17)	145 (107)	110 (81)	24 (17)	40 (30)	35 (26)
GSX Limited/ Limitée (5849/5848)	③ 40 (30)	115 (85)	115 (85)	27 (20)	40 (30)	25 (18)
GTS (5883)	24 (17)	145 (107)	110 (81)	24 (17)	40 (30)	35 (26)
GTI (5885/5884)	24 (17)	145 (107)	110 (81)	24 (17)	40 (30)	35 (26)
GTX RFI (5887/5886)	24 (17)	145 (107)	110 (81)	24 (17)	40 (30)	35 (26)
GTX Limited/ Limitée (5889/5888)	③ 40 (30)	115 (85)	115 (85)	27 (20)	40 (30)	25 (18)
XP Limited/ Limitée (5869/5868)	③ 40 (30)	115 (85)	115 (85)	27 (20)	40 (30)	25 (18)


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lb·ft) ①	N·m (lb·ft) ① ④	N·m (lb·ft) ⑥	N·m (lb·ft) ④	N·m (lb·ft) ①	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) ①	N·m (lb·ft) ⑤
25 (18)	24 (17)	⑥	③ 40 (30)	25 (18) ② 40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	③ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	34 (25)	N.A./ S.O.	25 (18) ② 40 (30)	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	24 (17)	⑥	③ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑥	③ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	34 (25)	N.A./ S.O.	25 (18) ② 40 (30)	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	⑥	N.A./ S.O.	25 (18) ② 40 (30)	N.A./ S.O.	9 (7)	10 (7)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1998	N•m (lb•ft)	N•m (lb•ft) ①	N•m (lb•ft) ⑤	N•m (lb•ft) M8	N•m (lb•ft) M10	N•m (lb•ft) ①
SPX (5838/5839)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GS (5626/5844)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GSX Limited/ Limitée (5625)	③ ④ 40 (30)	115 (85)	115 (85)	③ ④ 24 (17)	③ ④ 40 (30)	25 (18)
GSX Limited/ Limitée (5629/5845)	③ ④ 40 (30)	115 (85)	115 (85)	③ ④ 27 (20)	③ ④ 40 (30)	25 (18)
GTS (5819)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTI (5636/5841)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTX Limited/ Limitée (5837/5842)	③ ④ 40 (30)	115 (85)	115 (85)	③ ④ 27 (20)	③ ④ 40 (30)	25 (18)
GTX RFI (5666/5843)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
XP Limited/ Limitée (5665/5667)	③ ④ 40 (30)	115 (85)	115 (85)	③ ④ 27 (20)	③ ④ 40 (30)	25 (18)


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRIR-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lb•ft) ①	N•m (lb•ft)	N•m (lb•ft)	N•m (lb•ft)	N•m (lb•ft) ①	N•m (lb•ft) ①	N•m (lb•ft) ⑤	N•m (lb•ft) ①	N•m (lb•ft) ⑤
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) 40 (30) ⑦	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 34 (25)	N.A./ S.O.	34 (25)	25 (18) 40 (30) ⑦	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	① ④ 34 (25)	34 (25)	N.A./ S.O.	40 (30)	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	① ④ 24 (17)	9 (7)	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 34 (25)	34 (25)	N.A./ S.O.	25 (18) 40 (30) ⑦	N.A./ S.O.	9 (7)	10 (7)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 34 (25)	⑥	N.A./ S.O.	25 (18) 40 (30) ⑦	N.A./ S.O.	9 (7)	10 (7)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1997	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) M8	N•m (lbf•ft) M10	N•m (lbf•ft) ①
SP (5879)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
SPX (5661/5834)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
GS (5621)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GSI (5622)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GSX (5624)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
GTS (5818)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTI (5641)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTX (5642)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
HX (5882)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) ⑦ 40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) ⑦ 40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	9 (7)	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	9 (7)	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) ⑦ 40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1997	N•m (lb•ft)	N•m (lb•ft) ①	N•m (lb•ft) ⑤	N•m (lb•ft) M8	N•m (lb•ft) M10	N•m (lb•ft) ①
XP (5662/5833)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lb•ft) ①	N•m (lb•ft)	N•m (lb•ft)	N•m (lb•ft)	N•m (lb•ft) ①	N•m (lb•ft) ①	N•m (lb•ft) ⑤	N•m (lb•ft) ①	N•m (lb•ft) ⑤
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) 40 (30) ⑦	10 (7)	9 (7)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1996	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) M8	N•m (lbf•ft) M10	N•m (lbf•ft) ①
SP (5876)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
SPX (5877)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
SPI (5878)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
XP (5858/5859)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
GSX (5620)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
GTS (5817)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTI (5865/ 5866/5867)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTX (5640)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
HX (5881)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤
25 (18)	④ 24 (17)	9 (7)	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	④ 24 (17)	9 (7)	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) 40 (30) ② (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) 40 (30) ② (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	④ 24 (17)	9 (7)	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	9 (7)	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) 40 (30) ② (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1995	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) M8	N•m (lbf•ft) M10	N•m (lbf•ft) ①
SP (5873)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
SPX (5874)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
SPI (5875)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
XP 800 (5856)	③ ④ 40 (30)	105 (77)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	N.A./ S.O.
XP (5857)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTS (5815/5816)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
GTX (5863/5864)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)
HX (5880)	④ 24 (17)	145 (107)	110 (81)	③ ④ 24 (17)	③ ④ 40 (30)	35 (26)


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤
25 (18)	④ 24 (17)	9 (7)	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	④ 24 (17)	9 (7)	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	③ ④ 40 (30)	25 (18) ② 40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	④ 24 (17)	9 (7)	④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	① ④ 24 (17)	⑥	① ④ 24 (17)	25 (18)	10 (7)	9 (7)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT		MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE		FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)		CRANKCASE SCREWS VIS DE CARTER		CRANKCASE SCREWS VIS DE CARTER		CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR	
	1994	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft) M8	N•m (lbf•ft) M10	N•m (lbf•ft) ①					
SP (5870)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ④ 38 (28)	35 (26)						
SPX (5871)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ③ 38 (28)	35 (26)						
SPI (5872)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ④ 38 (28)	35 (26)						
XP (5854)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ③ 40 (30)	35 (26)						
XP (5855)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ③ 38 (28)	35 (26)						
GTS (5814)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ④ 38 (28)	35 (26)						
GTX (5862)	④ 24 (17)	145 (107)	110 (81)	③ ④ 22 (16)	① ③ 38 (28)	35 (26)						


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR		CYLINDER HEAD SCREWS VIS DE CULASSE		CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE		CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE		TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ		FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES		MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO		STARTER SCREWS VIS DE DÉMARREUR		SPARK PLUGS BOUGIES	
	N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤								
25 (18)	④ 22 (16)	9 (7)	④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									
25 (18)	① ④ 22 (16)	⑥	① ④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									
25 (18)	④ 22 (16)	9 (7)	④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									
25 (18)	① ④ 22 (16)	⑥	① ④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									
25 (18)	① ④ 22 (16)	⑥	③ ④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									
25 (18)	④ 22 (16)	9 (7)	④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									
25 (18)	① ④ 22 (16)	⑥	① ④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)									


	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
	1993	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) M8	N•m (lbf•ft) M10	N•m (lbf•ft) ①
SP (5806)	20 (15)	105 (77)	110 (81)	③ ④ 22 (16)	③ ④ 38 (28)	35 (26)
SPX (5807)	20 (15)	105 (77)	110 (81)	③ ④ 22 (16)	③ ④ 38 (28)	35 (26)
SPI (5808)	20 (15)	105 (77)	110 (81)	③ ④ 22 (16)	③ ④ 38 (28)	35 (26)
XP (5852)	20 (15)	105 (77)	110 (81)	③ ④ 22 (16)	③ ④ 40 (30)	35 (26)
GTS (5813)	20 (15)	105 (77)	110 (81)	③ ④ 22 (16)	③ ④ 38 (28)	35 (26)
GTX (5861)	20 (15)	105 (77)	110 (81)	③ ④ 22 (16)	③ ④ 38 (28)	35 (26)

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N•m (lbf•ft) ①	N•m (lbf•ft) ④	N•m (lbf•ft) ④	N•m (lbf•ft) ④	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤
25 (18)	④ 20 (15)	9 (7)	④ 20 (15)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	④ 20 (15)	9 (7)	④ 20 (15)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	④ 20 (15)	9 (7)	④ 20 (15)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	④ 22 (16)	⑥	④ 22 (16)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	④ 20 (15)	9 (7)	④ 20 (15)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)
25 (18)	④ 20 (15)	9 (7)	④ 20 (15)	25 (18)	10 (7)	5 (4)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT		MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE		FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)		CRANKCASE SCREWS VIS DE CARTER		CRANKCASE SCREWS VIS DE CARTER		CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR	
	1992	N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft) M8	N•m (lbf•ft) M10	N•m (lbf•ft) ①					
SP (5805)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)						
XP (5851)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)						
GTS (5812)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)						
GTX (5860)	20 (15)	105 (77)	110 (81)	22 (16)	38 (28)	35 (26)						


ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR		CYLINDER HEAD SCREWS VIS DE CULASSE		CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE		CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE		TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ		FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES		MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO		STARTER SCREWS VIS DE DÉMARREUR		SPARK PLUGS BOUGIES	
N•m (lbf•ft) ①	N•m (lbf•ft) ④	N•m (lbf•ft) ④	N•m (lbf•ft) ④	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤	N•m (lbf•ft) ①	N•m (lbf•ft) ⑤									
25 (18)	20 (15)	9 (7)	20 (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)									
25 (18)	20 (15)	9 (7)	20 (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)									
25 (18)	20 (15)	9 (7)	20 (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)									
25 (18)	20 (15)	9 (7)	20 (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)									


	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1991	N·m (lbf·ft)	N·m (lbf·ft) ①	N·m (lbf·ft)	N·m (lbf·ft) M8	N·m (lbf·ft) M10	N·m (lbf·ft) ①
SP (5804)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)
XP (5850)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)
GTX (5811)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1990	N·m (lbf·ft)	N·m (lbf·ft) ①	N·m (lbf·ft)	N·m (lbf·ft) M8	N·m (lbf·ft) M10	N·m (lbf·ft) ①
SP (5803)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)
GT (5810)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lbf·ft) ①	N·m (lbf·ft)	N·m (lbf·ft)	N·m (lbf·ft)	N·m (lbf·ft) ①	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤
25 (18)	20 ④ (15)	9 (7)	20 ④ (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 ④ (15)	9 (7)	20 ④ (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 ④ (15)	9 (7)	20 ④ (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lbf·ft) ①	N·m (lbf·ft)	N·m (lbf·ft)	N·m (lbf·ft)	N·m (lbf·ft) ①	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤	N·m (lbf·ft) ①	N·m (lbf·ft) ⑤
25 (18)	20 ③ (15)	9 (7)	20 ④ (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)
25 (18)	20 ③ (15)	9 (7)	20 ④ (15)	25 (18)	10 (7)	4 (3)	22 (16)	24 (17)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1989	N·m (lb·ft)	N·m (lb·ft) ①	N·m (lb·ft)	N·m (lb·ft) M8	N·m (lb·ft) M10	N·m (lb·ft) ①
SP (5802)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)

	EXHAUST MANIFOLD SCREWS VIS DU COLLECTEUR D'ÉCHAPPEMENT	MAGNETO FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE	FLYWHEEL (PTO SIDE) VOLANT MOTEUR (CÔTÉ PDM)	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE SCREWS VIS DE CARTER	CRANKCASE/ENGINE SUPPORT NUTS ÉCROUS DE CARTER/ SUPPORT MOTEUR
1988	N·m (lb·ft)	N·m (lb·ft) ①	N·m (lb·ft)	N·m (lb·ft) M8	N·m (lb·ft) M10	N·m (lb·ft) ①
SP (5801)	20 (15)	105 (77)	110 (81)	22 ① (16)	N.A./ S.O.	35 (26)

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lb·ft) ①	N·m (lb·ft)	N·m (lb·ft)	N·m (lb·ft)	N·m (lb·ft) ①	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) ①	N·m (lb·ft) ⑤
25 (18)	20 (15) ③	9 (7)	20 (15) ① ③	25 (18) ①	10 (7)	4 (3)	22 (16)	24 (17)

ENGINE SUPPORT SCREWS VIS DE SUPPORT MOTEUR	CYLINDER HEAD SCREWS VIS DE CULASSE	CYLINDER HEAD COVER SCREWS VIS DE COUVRE-CULASSE	CRANKCASE/CYLINDER SCREWS VIS DE CARTER/CYLINDRE	TUNED PIPE SCREWS/NUT VIS/ÉCROU DE TUYAU D'ÉCHAPPEMENT CALIBRÉ	FLAME ARRESTER SCREWS VIS DE PARE-FLAMMES	MAGNETO HOUSING COVER SCREWS VIS DE BOÎTIER MAGNÉTO	STARTER SCREWS VIS DE DÉMARREUR	SPARK PLUGS BOUGIES
N·m (lb·ft) ①	N·m (lb·ft)	N·m (lb·ft)	N·m (lb·ft)	N·m (lb·ft) ①	N·m (lb·ft) ①	N·m (lb·ft) ⑤	N·m (lb·ft) ①	N·m (lb·ft) ⑤
25 (18)	20 (15) ③	N.A./ S.O.	20 (15) ① ③	25 (18) ①	10 (7)	4 (3)	22 (16)	24 (17)



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

ENGINE TIGHTENING TORQUES COUPLES DE SERRAGE DU MOTEUR

ABBREVIATIONS

ABRÉVIATIONS

- ① Loctite 243 (Blue)
 - ① *Loctite 243 (bleu)*
- ② Loctite 271 (Red)
 - ② *Loctite 271 (rouge)*
- ③ Loctite 518
 - ③ *Loctite 518*
- ④ Synthetic Grease
 - ④ *Graisse synthétique*
- ⑤ Anti-Seize Lubricant
 - ⑤ *Lubrifiant antigrippage*
- ⑥ Cylinder head screws secure also cylinder head cover.
 - ⑥ *Vis de culasses et du couvre-culasse sont les mêmes.*
- ⑦ Tuned Pipe Flange
 - ⑦ *Bride du tuyau d'échappement calibré*
- ⑧ 7 N•m (62 lbf•in) for aluminum covers
 - ⑧ *7 N•m (62 lbf•po) pour couvercles en aluminium*
- ⑨ International Model (second series)
 - ⑨ *Modèle international (deuxième série)*
- ⑩ Complete North America Series
 - ⑩ *Série complète Amérique du Nord*
- ⑪ For tightening torques and torque sequence, refer to Shop Manual 2000.
 - ⑪ *Pour les couples de serrage et la séquence de serrage, se référer au Manuel de réparation 2000.*
- ⑫ For tightening torques and torque sequence, refer to Shop Manual 2001.
 - ⑫ *Pour les couples de serrage et la séquence de serrage, se référer au Manuel de réparation 2001.*
- ⑬ Hand tighten +1/4 turn
 - ⑬ *Serrage à la main + 1/4 de tour*
- ⑭ Valve Cover Screw
 - ⑭ *Vis de couvercle de soupapes*

N.A.: Not Applicable


S.O.: Sans objet




SECTION CONTENTS CONTENU DE LA SECTION

PROPULSION AND STEERING TIGHTENING TORQUES COUPLES DE SERRAGE PROPULSION ET DIRECTION


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- Impeller			
- Hélice			
- Jet Pump Housing Nuts			
- Écrous de carter de turbine			
- Venturi Screws			
- Vis de venturi			
- Nozzle Screws			
- Vis de tuyère			
- Jet Pump Housing Cover Screws			
- Vis de couvercle de carter de turbine			
- Inlet Grate Screws			
- Vis de grille d'admission			
- Riding Plate Screws			
- Vis de plaque de promenade			
- Front Steering Support			
- Support avant de direction			
- Rear Steering Support			
- Support arrière de direction			
- Handlebar Clamp Bolts			
- Boulons de fixation de guidon			
- Steering Stem Arm Bolt(s)			
- Boulon(s) de bras de direction			
- Ball Joint Bolt (Nozzle)			
- Boulon de joint à rotule (tuyère)			

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2003	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft) ①
GTI (5568/5598/5597/ 5567)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI LE (6102/6101)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI LE RFI (6104/6103)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX DI (6118/6119)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
LRV DI (5771)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
RX DI (6123/6122)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
XP DI (6131/6130)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC (6111/6112/6127)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC SUPERCHARGED (6105/6106/6128/ 6129)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC SPERCHARGED LIMITED (6107/6108)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
N•m (lbf•ft)	N•m (lbf•ft) ①	N•m (lbf•ft) ①	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft)	N•m (lbf•ft)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
8 (6) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ S.O.	26 (19)	② 5 (3.5)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2002	①	①	①	①	①
GTI (5558/5559)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI LE (5560/5561)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI California GTI LE California (6116/6117)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX DI (5563/5564) (5595/5596)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
LRV DI (5460)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX RFI (5565/5566)	113 (83)	31 (23)	21 (16)	24 (18)	3.5 (2.5)
XP (5577/5578)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
RX (5579/5580) (5581/5582)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX (5587/5588)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
RX DI (5583/5584) (5585/5586) (5591/5592)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
	①					
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
① 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)

					
2002	①	①	①	①	①
GTX 4-TEC (5573/5574) (5593/5594)	125(92)	31 (23)	21 (16)	24 (18)	7.5 (6)
	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE


	INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
	①	①					
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)	

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2001	①	①	①	①	①
GS Inter. First Series/ Première série (5548)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GS (5518 ② / 5519 ③)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GSX RFI Inter. First Series/ Première série (5549)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTS Inter. First Series/ Première série (5551)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTS (5520 ② / 5521 ③)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTI Inter. First Series/ Première série (5552)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTI (5522 ② / 5523 ③)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTX RFI (5524/5525/ 5553/5555)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTX (5526/5527/ 5538/5539)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
XP (5530/5531)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
	①					
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	10 (7)	① 12 (9)	N.A./ S.O.	26 (19)	② 40 (30)	2 (1.5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	② 6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2001	①	①	①	①	①
RX (5532/5533/ 5542/5543)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
RX DI (5534/5535/ 5536/5537)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTX DI (5528/5529/ 5540/5541)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
LRV (5697)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3) 7.5 (6)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION							
RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	①						
FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION							
REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION							
HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON							
STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION							
BALL JOINT BOLT BOULON DE JOINT A ROTULE (TUYÈRE)							
	② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
	② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
	② 11 (8)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
	② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
2000	①	①	①	①	①
GS (5644/5827)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GSX RFI (5645/5654)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTS Inter. (5639)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTI (5647/5657)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTX RFI (5648/5658/ 5515/5516)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTX (5653/5669)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
XP (5651/5655)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
RX (5513/5514)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
RX DI (5646/5656)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTX DI (5649/5659)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
	①					
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	10 (7)	① 12 (9)	N.A./ S.O.	26 (19)	② 40 (30)	2 (1.5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 8 (6) ①	22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
② 11 (8)	② 22 (16)	① 12 (9)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

					
2000	①	①	①	①	①
LRV (5688)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION					
RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	①				
FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION		①			
REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION		N.A./ S.O.			
HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON		26 (19)			
STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION		6 (4)			
BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)		7 (5)			

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1999	②	①	①	①	①
SPX (5828/5836)	70 (52)	33 (24)	21 (16)	14 (10)	4 (3)
GS (5847/5846)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GSX RFI (5637/5652/ 5638/5829)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GSX Limited/ Limitée (5849/5848)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GTS (5883)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GTI (5885/5884)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GTX RFI (5887/5886)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GTX Limited/ Limitée (5889/5888)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
XP Limited/ Limitée (5869/5868)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLTS(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
②	①					
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	14 (10)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1998	②	①	①	①	①
SPX (5838/5839)	70 (52)	33 (24)	21 (16)	14 (10)	4 (3)
GS (5626/5844)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GSX Limited/ Limitée (5625)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GSX Limited/ Limitée (5629/5845)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GTS (5819)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GTI (5636/5841)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GTX Limited/ Limitée (5837/5842)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GTX RFI (5666/5843)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
XP Limited/ Limitée (5665/5667)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLTS(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
② ⑩	①					
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6) ⑩	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	14 (10)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	N.A./ S.O.	26 (19)	6 (4)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1997	②	①	①	①	①
SP (5879)	70 (52)	33 (24)	21 (16)	20 (15)	4 (3)
SPX (5661/5834)	70 (52)	33 (24)	21 (16)	14 (10)	7 (5)
GS (5621)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
GSI (5622)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GSX (5624)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GTS (5818)	70 (52)	33 (24)	21 (16)	20 (15)	4 (3)
GTI/GTX (5641/5642)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
HX (5882)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
XP (5662/5833)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	14 (10)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	14 (10)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	22 (16)	14 (10)	N.A./ S.O.	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	① 15 (11)	26 (19)	② 40 (30)	2 (1.5)
8 (6)	22 (16)	14 (10)	N.A./ S.O.	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	15 (11)	6 (4)	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	6 (4)	2 (1.5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1996	②	①	①	①	①
SP (5876)	70 (52)	35 (26)	25 (18)	20 (15)	4 (3)
SPX (5877)	70 (52)	35 (26)	25 (18)	14 (10)	7 (5)
SPI (5878)	70 (52)	35 (26)	25 (18)	20 (15)	4 (3)
XP (5858/5859)	70 (52)	35 (26)	21 (16)	14 (10)	4 (3)
GSX (5620)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)
GTS (5817)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
GTI (5865/5866)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
GTX (5640)	70 (52)	31 (23)	21 (16)	20 (15)	4 (3)
HX (5881)	70 (52)	31 (23)	21 (16)	14 (10)	4 (3)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLTS(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	⑨ 7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	22 (16)	15 (11)	7 (5)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	2 (1.5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	2 (1.5)
8 (6)	22 (16)	15 (11)	7 (5)	26 (19)	6 (4)	2 (1.5)
8 (6)	10 (7)	15 (11)	6 (4)	26 (19)	6 (4)	⑨ 7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1995	②	①	①	①	①
SP (5873)	70 (52)	35 (26)	25 (18)	20 (15)	⑧ 4 (3)
SPX (5874)	70 (52)	35 (26)	25 (18)	14 (10)	4 (3)
SPI (5875)	70 (52)	35 (26)	25 (18)	20 (15)	⑧ 4 (3)
XP 800 (5856)	70 (52)	35 (26)	21 (16)	14 (10)	4 (3)
XP (5857)	70 (52)	35 (26)	21 (16)	14 (10)	4 (3)
GTS (5815/5816)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
GTX (5863/5864)	70 (52)	35 (26)	21 (16)	20 (15)	4 (3)
HX (5880)	70 (52)	30 (22)	21 (16)	14 (10)	4 (3)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLTS(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	6 (4)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1994	②	①	①	①	①
SP (5870)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPX (5871)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPI (5872)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5854)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5855)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTS (5814)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTX (5862)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLTS BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)


	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1993	②	①	①	①	①
SP (5806)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPX (5807)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
SPI (5808)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5852)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTS (5813)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTX (5861)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	15 (11)	15 (11)	26 (19)	6 (4)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1992	②	①	①	①	①
SP (5805)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5851)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTS (5812)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GTX (5860)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)


INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT A ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1991	②	①	①	①	①
SP (5804)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
XP (5850)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GT (5811)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1990	②	①	①	①	①
SP (5803)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)
GT (5810)	70 (52)	35 (26)	25 (18)	20 (15)	7 (5)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	8 (6)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	8 (6)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	② 40 (30)	8 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
①	①					
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	26 (19)	8 (6)
8 (6)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	26 (19)	8 (6)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1989	②	①	①	①	①
SP (5802)	44 (32)	25 (18)	20 (15)	20 (15)	8 (6)

	IMPELLER HÉLICE	JET PUMP HOUSING NUTS ÉCROUS DE CARTER DE TURBINE	VENTURI SCREWS VIS DE VENTURI	NOZZLE SCREWS VIS DE TUYÈRE	JET PUMP HOUSING COVER SCREWS VIS DE COUVERCLE DE CARTER DE TURBINE
1988	②	①	①	①	①
SP (5801)	44 (32)	25 (18)	20 (15)	20 (15)	8 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
①	①					
20 (15)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	26 (19)	8 (6)

INLET GRATE SCREWS VIS DE GRILLE D'ADMISSION	RIDING PLATE SCREWS VIS DE PLAQUE DE PROMENADE	FRONT STEERING SUPPORT SUPPORT AVANT DE DIRECTION	REAR STEERING SUPPORT SUPPORT ARRIÈRE DE DIRECTION	HANDLEBAR CLAMP BOLTS BOULONS DE FIXATION DE GUIDON	STEERING STEM ARM BOLT(S) BOULON(S) DE BRAS DE DIRECTION	BALL JOINT BOLT (NOZZLE) BOULON DE JOINT À ROTULE (TUYÈRE)
①	①					
20 (15)	10 (7)	N.A./ S.O.	15 (11)	26 (19)	26 (19)	8 (6)



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

PROPULSION AND STEERING TIGHTENING TORQUES COUPLES DE SERRAGE PROPULSION ET DIRECTION

ABBREVIATIONS

ABRÉVIATIONS

- ① Loctite 243 (Blue)
① *Loctite 243 (bleu)*
- ② Loctite 271 (Red)
② *Loctite 271 (rouge)*
- ③ Loctite 518
③ *Loctite 518*
- ④ Synthetic Grease
④ *Graisse synthétique*
- ⑤ Anti-Seize Lubricant
⑤ *Lubrifiant antigrippage*
- ⑥ Cylinder head screws secure also cylinder head cover.
⑥ *Vis de culasses et du couvre-culasse sont les mêmes.*
- ⑦ Tuned Pipe Flange
⑦ *Bride du tuyau d'échappement calibré*
- ⑧ 7 N•m (62 lbf•in) for Aluminum Covers
⑧ *7 N•m (62 lbf•po) pour couvercles en aluminium*
- ⑨ If equipped with a plastic nozzle, torque to 2 N•m (18 lbf•in).
⑨ *Si équipé d'une tuyère de plastique, serrer à 2 N•m (18 lbf•po).*
- ⑩ As per Service Bulletin 98-21
⑩ *Selon le Bulletin de service 98-21*
- ⑪ As per Warranty Bulletin 98-1
⑪ *Selon le Bulletin de garantie 98-1*
- ⑫ International Model (second series)
⑫ *Modèle international (deuxième série)*
- ⑬ Complete North America Series
⑬ *Série complète Amérique du Nord*

N.A.: Not Applicable

S.O.: *Sans objet*

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SI* METRIC INFORMATION CHART
TABLEAU D'INFORMATION SI*

BASE UNITS — UNITÉS DE BASE		
DESCRIPTION	UNIT/ UNITÉ	SYMBOL/ SYMBOLE
length/ <i>longueur</i>	meter/ <i>mètre</i>	m
mass/ <i>masse</i>	kilogram/ <i>kilogramme</i>	kg
force/ <i>force</i>	Newton	N
liquid/ <i>liquide</i>	litre	L
temperature/ <i>température</i>	celsius	°C
pressure/ <i>pression</i>	kilopascal	kPa
torque/ <i>couple</i>	Newton meter/ Newton mètre	N•m
speed/ <i>vitesse</i>	kilometer per hour/ kilomètre par heure	km/h

PREFIXES — PRÉFIXES			
PREFIX/ PRÉFIXE	SYMBOL/ SYMBOLE	MEANING/ SIGNIFICATION	VALUE/ VALEUR
kilo	k	one thousand/ <i>un millier</i>	1,000
centi	c	one hundredth/ <i>un centième</i>	0.01
milli	m	one thousandth/ <i>un millième</i>	0.001
micro	μ	one millionth/ <i>un millionième</i>	0.000001

CONVERSION FACTORS
FACTEURS DE CONVERSION

TO CONVERT/ POUR CONVERTIR	TO/ EN	MULTIPLY BY ①/ MULTIPLIER PAR ①
in/(<i>po</i>)	mm	25.4
in/(<i>po</i>)	cm	2.54
ft/(<i>pi</i>)	m	0.3
miles/(<i>milles</i>)	km	1.61
MPH/(<i>mille/h</i>)	km/h	1.61
Knot/(<i>noeud</i>)	MPH	1.15
HP/(<i>CV</i>)	kW	0.75
in ² /(<i>po</i> ²)	cm ²	6.45
in ³ /(<i>po</i> ³)	cm ³	16.39
oz imp./(oz <i>imp.</i>)	oz U.S./(oz <i>É.-U.</i>)	0.96
oz imp./(oz <i>imp.</i>)	mL	28.41
oz U.S./(oz <i>É.-U.</i>)	mL	29.57
gal imp.	gal U.S./(gal <i>É.-U.</i>)	1.2
gal imp.	L	4.55
gal U.S./(gal <i>É.-U.</i>)	L	3.79
oz	g	28.35
lb	kg	0.45
lbf	N	4.45
lbf•in/(<i>lbf•po</i>)	N•m	0.11
lbf•ft/(<i>lbf•pi</i>)	N•m	1.36
lbf•ft/(<i>lbf•pi</i>)	lbf•in/(<i>lbf•po</i>)	12
PSI	kPa	6.89
lbf/in ² /(<i>lbf/po</i> ²)		
Fahrenheit	Celsius	(°F - 32) ÷ 1.8
Celsius	Fahrenheit	(°C × 1.8) + 32

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

* *Le système international d'unités a pour abréviation SI dans toutes les langues.*

① TO OBTAIN THE INVERSE SEQUENCE, DIVIDE BY THE GIVEN FACTOR.
EX.: To convert mm to in, divide by 25.4.

① *POUR OBTENIR LES CONVERSIONS INVERSES, DIVISER L'UNITÉ PAR LE FACTEUR DONNÉ.*

EX.: Pour convertir mm à po, diviser par 25.4.

CONVERSION FACTORS ARE ROUNDED OFF TO TWO DECIMALS FOR EASIER USE.

POUR FACILITER LEUR UTILISATION, LES FACTEURS DE CONVERSION SONT ARRONDIS À DEUX DÉCIMALES.

TIGHTENING TORQUE CONVERSION CHART

TABLEAU DE CONVERSION DES COUPLES DE SERRAGE

Tighten fasteners to torque mentioned in appropriate sections. When they are not specified, refer to the following table. All torques apply to 8.8 grade fasteners. The chart also gives the metric conversion.

Serrer les attaches selon les couples indiqués dans les sections appropriées. Si on ne les indique pas, se référer au tableau suivant. Tous les couples s'appliquent à des attaches de classe 8.8. Le tableau donne également les conversions métriques.

N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf·in/Lbf·po
1		9
2	M4	18
3		27
4	M5	35
5		44
6		53
7		62
8		71
9		80
10	M6	89
11		97
12		106
13		115
14		124
15		133
16		142
17		150
18		159
19		168

N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf·ft/Lbf·pi
20		15
21		15
22		16
23	M8	17
24		18
25		18
26		19
27		20
28		21
29		21
30		22
31		23
32		24
33		24
34		25
35		26
36		27
37		27
38		28
39		29
40		30
41		30
42		31
43		32
44		32
45		33
46		34
47		35
48	M10	35
49		36
50		37
51		38
52		38
53		39
54		40
55		41
56		41

N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf•ft/Lbf•pi
57		42
58		43
59		44
60		44
61		45
62		46
63		46
64		47
65		48
66		49
67		49
68		50
69		51
70		52
71		52
72		53
73		54
74		55
75		55
76		56
77		57
78		58
79		58
80	M12	59
81		60
82		60
83		61
84		62
85		63
86		63
87		64
88		65
89		66
90		66
91		67
92		68
93		69

N°m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf•ft/Lbf•pi
94		69
95		70
96		71
97		72
98		72
99		73
100		74
101		74
102		75
103		76
104		77
105		77
106		78
107		79
108		80
109		80
110		81
111		82
112		83
113		83
114		84
115		85
116		86
117		86
118		87
119		88
120		89
121		89
122		90
123		91
124		91
125		92
126		93
127		94
128		94
129		95
130		96

N+m	FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)	Lbf+ft/Lbf+pi
131		97
132		97
133		98
134		99
135	M14	100
136		100
137		101
138		102
139		103
140		103
141		104
142		105
143		105
144		106
145		107
146		108
147		108
148		109
149		110
150		111

**TAP DRILL SIZE (IMPERIAL)
GROSSEUR DES FORETS
DE TARAUDAGE (IMPERIAL)**

- 1 -

TAP SIZE/ GROSSEUR DU TARAUD NO./N°	TPI	TAP DRILL/ GROSSEUR DU FORET
	80 NF	3/64
1	64 NC 72 NF	53 53
2	56 NC 64 NF	50 50
3	48 NC 56 NF	47 45
4	36 NS 40 NC 48 NF	44 43 42
5	40 NC 44 NF	38 37
6	32 NC 40 NF	36 33
8	32 NC 36 NF	29 29
10	24 NC 32 NF	25 21
12	24 NC 28 NF	16 14
1/4	20 NC 28 NF	7 3

**TAP DRILL SIZE (IMPERIAL)
GROSSEUR DES FORETS
DE TARAUDAGE (IMPÉRIAL)**

- 2 -

TAP SIZE/ GROSSEUR DU TARAUD NO./N°	TPI	TAP DRILL/ GROSSEUR DU FORET
5/16	18 NC 24 NF	F I
3/8	16 NC 24 NF	5/16 Q
7/16	14 NC 20 NF	U 25/64
1/2	13 NC 20 NF	27/64 29/64
9/16	12 NC 18 NF	31/64 33/64
5/8	11 NC 18 NF	17/32 37/64
11/16	11 NC 16 NF	19/32 5/8
3/4	10 NC 16 NF	21/32 11/16
7/8	9 NC 14 NF	49/64 13/16

**TAP DRILL SIZE (METRIC)
GROSSEUR DES FORETS
DE TARAUDAGE (MÉTRIQUE)**

SIZE/ GROSSEUR mm	PITCH/ PAS mm	DRILL/ FORET mm	in/po	DRILL/ FORET in/po
M1.6	0.35	1.25	.049	3/64
M2	0.4	1.6	.063	1/16
M2.5	0.45	2.05	.081	46
M3	0.5	2.5	.098	40
M4	0.7	3.3	.130	30
M5	0.8	4.2	.165	19
M6	1.0	5.0	.197	9
M7	1.0	6.0	.236	15/64
M8	1.25	6.75	.266	17/64
M8	1.0	7.0	.276	J
M10	1.5	8.5	.335	Q
M10	1.25	8.75	.344	11/32
M12	1.75	10.2	.402	Y
M12	1.25	10.7	.421	27/64
M14	2.0	12.0	.472	15/32
M14	1.5	12.5	.492	31/64
M16	2.0	14.0	.551	35/64
M16	1.5	14.5	.571	9/16
M18	2.5	15.5	.610	39/64
M18	1.5	16.5	.650	41/64
M20	2.5	17.5	.689	11/16
M20	1.5	18.5	.728	23/32
M24	3.0	21.0	.827	53/64
M24	2.0	22.0	.866	55/64

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

**ÉQUIVALENCE DÉCIMALE DES
DIAMÈTRES DE FORETS — mm/po**

- 1 -

Based on 1 inch= 25.4 mm

Basé sur 1 pouce= 25.4 mm

DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES	DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES
—	0.10	.0039	58	1.07	.0420
—	0.20	.0079	57	1.09	.0430
—	0.25	.0098	56	1.18	.0465
—	0.30	.0118	3/64	1.19	.0469
80	0.34	.0135	55	1.32	.0520
79	0.37	.0145	54	1.40	.0550
1/64	0.40	.0156	53	1.51	.0595
78	0.41	.0160	1/16	1.59	.0625
77	0.46	.0180	52	1.61	.0635
—	0.50	.0197	51	1.70	.0670
76	0.51	.0200	50	1.78	.0700
75	0.53	.0210	49	1.85	.0730
74	0.57	.0225	48	1.93	.0760
—	0.60	.0236	5/64	1.98	.0781
73	0.61	.0240	47	1.99	.0785
72	0.64	.0250	—	2.00	.0787
71	0.66	.0260	46	2.06	.0810
—	0.70	.0276	45	2.08	.0820
70	0.71	.0280	44	2.18	.0860
69	0.74	.0292	43	2.26	.0890
—	0.75	.0295	42	2.37	.0935
68	0.79	.0310	3/32	2.38	.0938
1/32	0.79	.0313	41	2.44	.0960
—	0.80	.0315	40	2.49	.0980
67	0.81	.0320	39	2.53	.0995
66	0.84	.0330	38	2.58	.1015
65	0.89	.0350	37	2.64	.1040
—	0.90	.0354	36	2.71	.1065
64	0.91	.0360	7/64	2.78	.1094
63	0.94	.0370	35	2.79	.1100
62	0.97	.0380	34	2.82	.1110
61	0.99	.0390	33	2.87	.1130
—	1.00	.0394	32	2.95	.1160
60	1.02	.0400	—	3.00	.1181
59	1.04	.0410	31	3.05	.1200

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

**ÉQUIVALENCE DÉCIMALE DES
DIAMÈTRES DE FORETS — mm/po**

- 2 -

Based on 1 inch= 25.4 mm

Basé sur 1 pouce= 25.4 mm

DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES	DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES
1/8	3.18	.1250	4	5.31	.2090
30	3.26	.1285	3	5.41	.2130
29	3.45	.1360	7/32	5.56	.2188
28	3.57	.1405	2	5.61	.2210
9/64	3.57	.1406	1	5.79	.2280
27	3.66	.1440	A	5.94	.2340
26	3.73	.1470	15/64	5.95	.2344
25	3.80	.1495	—	6.00	.2362
24	3.86	.1520	B	6.05	.2380
23	3.91	.1540	C	6.15	.2420
5/32	3.97	.1562	D	6.25	.2460
22	3.99	.1570	1/4	6.35	.2500
—	4.00	.1575	E	6.35	.2500
21	4.04	.1590	F	6.53	.2570
20	4.09	.1610	G	6.63	.2610
19	4.22	.1660	17/64	6.75	.2656
18	4.31	.1695	H	6.76	.2660
11/64	4.37	.1719	I	6.91	.2720
17	4.39	.1730	—	7.00	.2756
16	4.50	.1770	J	7.04	.2770
15	4.57	.1800	K	7.14	.2810
14	4.62	.1820	9/32	7.14	.2812
13	4.70	.1850	L	7.37	.2900
3/16	4.76	.1875	M	7.49	.2950
12	4.80	.1890	19/64	7.54	.2969
11	4.85	.1910	N	7.67	.3020
10	4.91	.1935	5/16	7.94	.3125
9	4.98	.1960	—	8.00	.3150
—	5.00	.1968	O	8.03	.3160
8	5.05	.1990	P	8.20	.3230
7	5.11	.2010	21/64	8.33	.3281
13/64	5.16	.2031	Q	8.43	.3320
6	5.18	.2040	R	8.61	.3390
5	5.22	.2055	11/32	8.73	.3438

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 3 -

Based on 1 inch= 25.4 mm

Basé sur 1 pouce= 25.4 mm

DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES	DRILL SIZE/ GROSSEUR FORET	mm	INCHES/ POUCES
S	8.84	.3480	41/64	16.27	.6406
—	9.00	.3543	21/32	16.67	.6562
T	9.09	.3580	—	17.00	.6693
23/64	9.13	.3594	43/64	17.07	.6719
U	9.35	.3680	11/16	17.46	.6875
3/8	9.53	.3750	45/64	17.86	.7031
V	9.58	.3770	—	18.00	.7087
W	9.80	.3860	23/32	18.26	.7188
25/64	9.92	.3906	47/64	18.65	.7344
—	10.00	.3937	—	19.00	.7480
X	10.08	.3970	3/4	19.05	.7500
Y	10.26	.4040	49/64	19.45	.7656
13/32	10.32	.4062	25/32	19.84	.7812
Z	10.49	.4130	—	20.00	.7874
27/64	10.72	.4219	51/64	20.24	.7969
—	11.00	.4331	13/16	20.64	.8125
7/16	11.11	.4375	—	21.00	.8268
29/64	11.51	.4531	53/64	21.03	.8281
15/32	11.91	.4688	27/32	21.43	.8438
—	12.00	.4724	55/64	21.83	.8594
31/64	12.30	.4844	—	22.00	.8661
1/2	12.70	.5000	7/8	22.23	.8750
—	13.00	.5118	57/64	22.62	.8906
33/64	13.10	.5156	—	23.00	.9055
17/32	13.49	.5312	29/32	23.02	.9062
35/64	13.89	.5469	59/64	23.42	.9219
—	14.00	.5512	15/16	23.81	.9375
9/16	14.29	.5625	—	24.00	.9449
37/64	14.68	.5781	61/64	24.21	.9531
—	15.00	.5906	31/32	24.61	.9688
19/32	15.08	.5938	—	25.00	.9842
39/64	15.48	.6094	63/64	25.00	.9844
5/8	15.88	.6250	1	25.40	1.0000
—	16.00	.6299	—	—	—

NOTES/NOTES

NOTES/NOTES



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